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BURBERRY'S
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FOR MEN & WOMEN.

The China Mail

ESTABLISHED 1845

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ALEX. ROSS & CO.
Machinery Dept.
4, Des Vaux Rd. C.
Phone 27.

October 25, 1919, Temperature 61.

Rainfall 0.00 inch.

Humidity 74.

October 25, 1918, Temperature 74.

No. 17723.

六拜禮

號五廿月十年九十壹百九千一

HONGKONG, SATURDAY, OCTOBER 25, 1919.

日二初月九未己亥歲年八國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS,
HONG KONG-KOWLOON.

Marine and Land Engineers, Boiler-makers,
Founders, Motor Boat Builders.

HARBOUR REPAIRS CALL FLAG "L".
SOLE AGENTS FOR "KELVIN MOTORS".
TELEPHONES:—Works K.91; Manager K.399; Harbour Engineer K.190;
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DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS

GRANDER
RUDON
AND
OVERLAND
MOTOR
CARS
BEST CARS IN THE COLONY FOR HIRE.

**WATSON'S
COLD CURE TABLETS**

Cure a Cold in the Shortest
Possible Time.

An Excellent Remedy For
Neuralgia and Malarial
Headache.

This excellent remedy is sent regularly
from Hongkong to customers in
England & elsewhere abroad.

A. S. WATSON & CO., LTD.,

YEE SANG FAT CO.

JUST ARRIVED

WOOLLEN BLANKETS

"Soft as Rabbit Skin"

PURE WHITE & COLOURS.

**FANCY
FINE BABY'S BLANKETS**

in all Sizes.

PRICE
From \$1.75 to \$8.50 each.

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Corner of Queen's Road & D'Aguilar Street.
TEL. 1355.

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ALEXANDRA BUILDING, HONGKONG. TEL. No. 2342.

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WINE MERCHANTS.

TEL. No. 636.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

KING OF SPAIN AT VERDUN.

FULL OF EMOTION.

Paris, October 25.

The King of Spain was at Verdun yesterday and laid a wreath of orchids in pious homage to the dead French defenders. The King is to visit the entire battle field. Marshall Petain told him the story of the struggle. After special visits to the forts of Douaumont, Vaux, and Cote du Poivre, King Alfonso went to the citadel and signed the golden book and left for Paris filled, as he said to Petain, with immortal pictures and a heart overflowing with emotion.

LABOUR LEADERS AND DIRECT ACTION.

CAUSE OF THE COLLAPSE.

The decision of the executive of the Triple Alliance to postpone the ballot of the miners, railwaymen, and transport workers on the taking of direct action to coerce the Government and again to call together a full conference of the three organisations to reconsider the decision of the Caxton Hall conference, is virtually a belated admission of failure on the part of the extremists in those great organisations. The policy of daily daily which has hung up any attempt at direct action from April to August was a virtual admission on their part that there was no real driving-power behind the threat of shutting down those three great industries on whose regular work the ordered life of the community depends. The danger of direct action by the Triple Alliance mainly centred in a short, sharp strike, paralysing the industrial life of the nation. If the extremists who planned the revolutionary policy of using the strike weapon to overthrow Parliament and the Government and compel the community to do the bidding of an organised minority had any confidence in their own power to control the members of their organisation they would have forced the pace by the taking of an immediate ballot.

Instead of taking direct action they adopted the slow, cumbersome method of appealing to the Parliamentary Committee of the Trades Union Congress to convene a conference of all the other trade union organisations to join hands with them in their revolutionary designs. The reasonable and reasoning men who form the Parliamentary Committee of the Trades Union Congress were not enamoured of such a proposal, and they held it up for their ordinary monthly meeting. Then they considered and promptly shelved it by deciding, not on a "down tools" policy, but on an interview with the Prime Minister. The extremists were curiously content. They waited on the course of events, and the wheels slipped by, until the meeting of the Labour Party Conference at Southport. This was their opportunity for much more wild and bellicose talk, the result of which was more delay, with the decision to call yet another conference of the three constituent bodies of the Triple Alliance. This conference affirmed by a majority the principle of direct action, and decided to take a ballot, DAILY-DAILY REVOLUTIONARIES.

Three months had already slipped away, and one would have thought these "daily-daily" revolutionaries would without any further delay have issued the ballot papers and seen whether their members were ready or otherwise to take the community by the throat by shutting down coal production and paralysing the transport industries. Nothing of the kind. It takes the officials another month to think over whether they will or will not carry out the decision of the Caxton Hall meeting. And, having taken a month and failed to make up their own minds as to whether they will or will not carry out the mandate, they come to a decision again to consult a full conference. This record of delay in testing their members as to whether they were prepared to use the weapon of strike action, which they have held as a threat against the community for four months, shows as much lack of courage in putting threats into action as of confidence in the support of their members. It looks as if it was a threat to use a weapon which the extremists feared would break in their own hands. This is not all. There is another and more satisfactory side. The threat of a general strike to "overthrow" Parliament has brought those responsible trade union leaders who believe in constitutional action into the open against

the extremist minority in their organisations.

EXPLANATION OF THE DECISION.

Miners' leaders, such as Mr. William Bruce, M.P., and Mr. Vernon Harcourt, in the South Wales coalfield, Mr. Stephen Walsh, M.P., Lancashire, Mr. William Carter, M.P., in Nottinghamshire, and others, have faced the conspiracy against constitutional government with firmness and courage, and unmasked its menace to the workers. Mr. J. H. Thomas, M.P., has used his great influence in steadying the more impulsive forces in the railwaymen's organisation, and bringing them to a sane view of the real issues involved in strike action against the community for political purposes which had failed to secure the approval and the vote of the great majority of the workers. Then Mr. James Sexton, M.P., and Mr. Ben Tillett, M.P., have also given similar services to their country in the transport organisation.

The presence of Mr. Thomas, Mr. William Bruce, and Mr. James Sexton at Tuesday's meetings of the Triple Alliance executive is no doubt the explanation of the decision which has been reached to delay further the ballot and again to consult a full conference as to whether this strike proposal should be altogether abandoned. A word of recognition is also due to Mr. J. R. Clynes and to Mr. Arthur Henderson for their effort to keep the trade unions from so gross an abuse of the strike weapon. For the danger of such action has passed. But no one who has knowledge of the forces which are at work would say that the country is free for any length of time from similar dangers. Those who were responsible for this threat of revolutionary action will be seeking other avenues of mischief for working their purposes. It may be nationalisation of mines or railways, or some other matter. But whether that happens or no, the substantial service is that this threat has brought out into the open the responsible, reasoning men in the trade unions and proved that if they will only stand up with courage and determination to the extremists in their own ranks they can not only meet them, but beat them, and carry with them the support of the great mass of the workers.—Daily Telegraph.

MOTHER'S PLUCKY ATTEMPT TO SAVE FALLING SON.

A mother's plucky attempt to save her son as he was falling from a train was described at a Kendal (West-morland) inquest on Ernest Knowles, aged 5. The boy was travelling with his parents to Grange-over-Sands (Lanc.), and his father left the train at Carnforth, shutting the door on re-entering, though he could not say whether it was securely fastened. When approaching the destination, Mrs. Knowles helped Ernest into his coat, and the boy suddenly fell back, wards through the doorway. The mother tried to save the lad, and would have fallen on to the line as well if her husband had not dragged her back. Mr. Knowles said that he pulled both communication cords, but the train travelled half to three-quarters of a mile before stopping. The boy was run over. Railway officials said the doors were properly closed at Carnforth, and denied that the train travelled the distance alleged after the cords were pulled. The guard said it did not travel farther than a hundred yards. A verdict of Accidental Death was returned, with a rider that the door became open owing to being insecurely fastened.

THE GOLF CHAMPIONSHIP

A. B. STEWART AND LT.-COL.
COLES FOR THE FINAL.

Yesterday afternoon, Lieut.-Col. Coles defeated S. H. Dodwell in the semi-final of the Golf Championship by 1 up. It was a very close game and was decided by the last putt on the last green. The final over 88 holes will take place on Sunday, and is sure to be a close contest.

The other semi-final was played on Wednesday afternoon, when A. B. Stewart beat Major Leslie Smith by 3 and 2. Stewart played very well and had only one bad hole—the 9th. Here he got into serious trouble and, after trying to get out, had eventually to give up the hole. His first four holes—1, 3, 4, 4—won him the match, as he was 8 up at the 4th, doing seven holes in 27, was still three up at this stage. His temporary lapse caused him to be only 1 up at the turn; but he increased this lead and won comfortably. Major Smith played very steady golf, his short game being almost perfect, and Stewart, by beating him and playing so consistently for the last fortnight, is undoubtedly the favourite for Sunday's final.

THE JUNIOR CHAMPIONSHIP.

The following matches in the 3rd round of the Junior Championship are due to be played by Sunday:—
A. Murchie v. Lt.-Comdr. Kilgour.
H. Scott v. J. W. Frank.
H. J. Gedge v. J. E. Sharpe.
H. West v. Col. Clement-Smith.
Capt. Archer v. A. K. Henderson.
Capt. Murray v. J. T. Kidd.
R. L. Moncrieff v. C. C. Stark.
E. R. Hallifax v. G. B. Leyton.

WEEKLY SHARE REPORT.

Messrs. W. Logan & Co. report on October 24:

Our market during the week under review has been more active but business has principally been confined to liquidations for the forthcoming settlement on the 28th inst. Indo-China and Electric shares have considerably advanced in price with few shares offering. The Shanghai market closes dull owing to the continued tightness of money.

Banks.—Hongkong and Shanghai Banks, business has taken place at \$83.3 and more shares are wanted at that figure. There are a few shares available at \$84.0.

Marine Insurances.—Cantons, business has been done at \$440. Unions have sellers at \$210. North China are wanted at Tls. 200 and Far Eastern at Tls. 28.

Fire Insurances.—Hongkong Fire after business at \$350 have buyers at \$347. China Fire remain nominal at \$138.

Shipping.—Dredgers are wanted at \$93 cash and December delivery \$98. Steamboats are weak with sellers at \$24. Indo-China (deferred) are in strong demand buyers offering \$208 cash and \$215 December delivery. Shell Transports are nominal at 185/-. Star Ferries have sellers at \$83 and buyers at \$81.

Refineries.—China Sugars are in strong demand at \$174 cash and \$178 December delivery. Malabars remain quiet with sellers at \$45.

Docks and Wharves.—Kowloon Wharves, have eased off owing to work holders for this settlement being compelled to sell and shares have changed hands in considerable quantities between \$110 and \$106. Hongkong Docks also are quiet for cash business have been done at \$175 but the forward rates remain strong and have been dealt in for December at \$182.

Cottons.—Shares are quiet for cash but Shanghai have extended their operations to March delivery and are paying heavy rates for that month. The following are the latest prices: Ewos Tls. 390, Kung Yick Tls. 41, Lan Kung Mows Tls. 240, Orientals Tls. 140, Shanghai Cottons Tls. 260, and Yangtzeapots Tls. 21.

Miscellaneous.—Cements: Have been done at \$7.80. China Lights have buyers at \$74 (old) and \$51 (new). Hongkong Electric have jumped from our last quotation of \$80 to a buying rate of \$80. Hongkong Ropes have buyers at \$28. Steam Laundries at \$34, Steel Foundries \$10, Watsons' \$8.10, Powells \$12 and Wisemanns \$29.

CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for muscular rheumatism, sprains, lameness, aches of the muscles, bruises and like injuries as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Storekeepers.

BUSINESS NOTICES

CALL AND INSPECT

THE
NETTLETON SHOE

AT
SHAW'S

Latest Models Just to Hand in Blackout
Vici-Kid, Calf Patent Leather, Etc.

HIGH OR LOW SHOES

THIS COLLECTION WILL APPEAL
TO THE WELL DRESSED MAN.

J. T. SHAW

TAILOR AND OUTFITTER

NEXT DOOR HONGKONG HOTEL.

JUST ARRIVED

**NEW NOVELS,
BIRTHDAY BOOKS,
ETC., ETC.**

BREWER & CO.

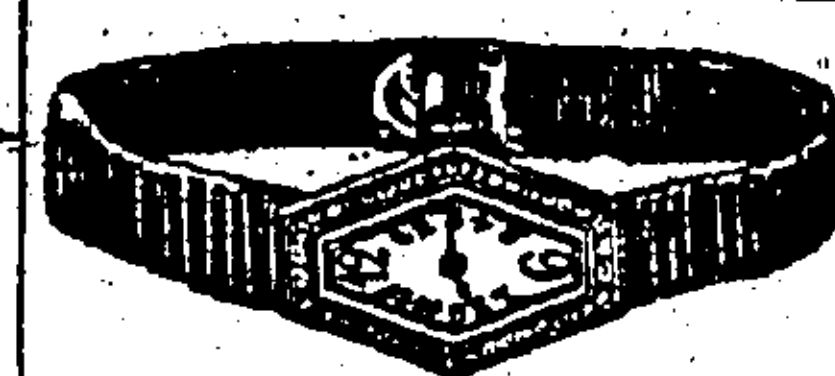
23 Queen's Road C. Tel. 696. P. O. Box 12.

TOILET BRUSHES.

We have recently received a full and varied assortment of the above including Ladies' and Gentlemen's Hair Brushes, Clothes Brushes, Nail Brushes, Military Cases; also Combs, Puff Boxes, Mirrors, Manicure requisites, etc., etc.

INSPECTION INVITED.

THE PHARMACY, 22, Queen's Road Central.
Tel. 345.



WRIST WATCHES

QUALITY-VARIETY-PERFECTION.

J. ULLMANN & CO.,
QUEEN'S ROAD CENTRAL (CORNER FLOWER STREET).

On account of the high rate of Exchange we now allow

10% DISCOUNT

off all list prices, except Mineral Waters.

CALDBECK, MACGREGOR & CO.

15 Queen's Road Central. (Tel. 75)



THE HANDLEY PAGE

MULTIPLE ENGINED BIPLANES

HANDLEY PAGE LTD.

Cricklewood, London, N. W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.,

Peking.

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong.

A WORLD-WIDE REPUTATION for
over THREE-QUARTERS of a CENTURY

WILKINSON'S

PREPARED BY THE HIGHEST MEDICAL AUTHORITY

SARSAPARILLA

THE WONDERFUL PURIFIER of the HUMAN BLOOD

THE SAFEST & MOST EFFECTIVE Remedy for Torpid Liver, Debility, Eruptions, &c.

WILKINSON'S INDISPENSABLE TO

SARSAPARILLA ALL WHO VALUE HEALTH

BEWARE OF IMITATIONS AND SUBSTITUTES

A. S. Watson & Co., Hongkong Dispensary, and Queen's Dispensary.

HUGHES & HOUGH
AUCTIONEERS & THE GOVERNMENT
General Auctioneers
Share, Coal and General
Produce, Stock and
Commission Agents.
PROPRIETORS
"To-Kwa-Wan" Coal Storage
Cables used
Bestley's
A B C 4th & 5th Editions.
A 1 telegraphic Code.
Telegraphic Address
HONGKONG.
PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned),

MONDAY,
October 27, 1919, at 12 noon, at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
One "Wood" Mobillette 2 seater 4 cylinder
MOTOR CAR.
(second hand).
Electric starter, lights and horn, hand horn, and accessories, with spare wheel and tyre.
GOOD RUNNING AND WORKING ORDER.
Inspecting orders may be had from the undersigned.
Terms:—Cash.
HUGHES & HOUGH, Auctioneers.
Hongkong, October 22, 1919.

(FOR ACCOUNT OF THE CONCERNED),
ON
TUESDAY,
October 28, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
A QUANTITY OF
SUNDRY USEFUL HOUSEHOLD LINENS, &c.,
Comprising:—
Double Plain and Hemstitched Sheets, Pillow Cases, Linen Damask Table Cloths and Serviettes, Turkish Towels, Battenberg and Drawnwork Bedspreads and Table Covers.
Also
One 8 X Prismatic Binoculars, And
Suit and Attache Cases, Brass Jardinieres.
Terms:—Cash.
HUGHES & HOUGH, Auctioneers.
Hongkong, October 24, 1919.

(FOR ACCOUNT OF THE CONCERNED),
ON
TUESDAY,
October 28, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
USEFUL HOUSEHOLD FURNITURE, CARPETS, GLASS, PLATED WARE, &c., &c.
As follows:—
Large Tapestry-covered Chesterfield Sofa by Powell, Ltd. and Arm-chairs (new), Folding Card and Occasional Tables, Upholstered Suite, Teakwood Bedroom Furniture, comprising Bedstead, large and small Wardrobes, Dressing Tables, Washstands, &c., (Janned Teakwood), Sideboards, Dinner Wagon, Extension Dining Table and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stove, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Teakwood Screens, a sundry of Blackwood Furniture, Blackwood Fire Screens, &c., Side Tables, Chairs, Cabinets, Pictures, &c., Carpets new and second-hand, Curtains, &c.
Also
One Flauto,
One 16-Bore Sporting Gun, Two Riches, Tennis Balls, &c., &c.
(Full Particulars from Catalogue).
Terms:—Cash.
HUGHES & HOUGH, Auctioneers.
Hongkong, Oct. 24, 1919.

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Terms:—Cash.
HUGHES & HOUGH, Auctioneers.
Hongkong, Oct. 24, 1919.

MARTIN'S
APIOL & STEEL
PILLS
A French Remedy for all Irritations.
Thousands of Ladies always keep a box of Martin's Pills in the house, so that in the first days of any irregularity of the system a cure may be obtained. These pills are the most reliable and most effective ever known. At Chemists and Druggists. Sole Agents: MITSUI BROS. & CO., Ltd., 100, Queen's Road Central, Hongkong.
MARTIN'S
APIOL & STEEL
PILLS

PUBLIC AUCTIONS.
THE Undersigned have received instructions from THE HON. THE DIRECTOR OF PUBLIC WORKS to sell by Public Auction,
ON
TUESDAY,
October 28, 1919, at 5.30 p.m., AT CAUSEWAY BAY, The House Boat,
"LADY GODIVA"
Length ... 44 ft.
Beam ... 12 "
Draught ... 6 " 3 inches.
Coppered below water line.
Lead keel, two cabins, lavatory, shower, bath, &c.,
Complete with sails, awnings, screens, anchors and chains and all accessories.
On view now.
Terms:—Cash.
HUGHES & HOUGH, Auctioneers.
Hongkong, October 18, 1919.

FOR SALE.
THE Undersigned have received instructions to sell at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street,
16 feet sailing Dinghy equipped with H.P. out board
Cable Motor
(magneto ignition)
complete with sails, sculls, &c., &c.
Also
Outrigger racing skiff about 21 feet long with sliding seat and pair of sculls, (newly done up).
The above craft are in good condition and are being sold due to owner leaving the Colony.
Particulars from the Undersigned.
Terms:—Cash.
HUGHES & HOUGH, Auctioneers.
Hongkong, October 2, 1919.

BATHROOM FIXTURES
Nickelplated & White Ware
New Stock Just Unpacked.

C. E. WARREN & Co., Ltd.,
30 & 32, Des Voeux Road, C.

ASAHI BEER

SOLE AGENTS:
MITSUI BROS. & CO., LTD.
100, QUEEN'S ROAD CENTRAL, HONGKONG.

PUBLIC AUCTION.
By Order of the Mortgagees.
MR. GEO. P. LAMBERT has received instructions to sell by Public Auction,
ON **FRIDAY,**
the 31st day of October, 1919, at 3 o'clock in the afternoon at his sale room in Duddell Street, Victoria, Hongkong.
The Steamship "ASIA"
of 1081 tons now lying in Kowloon Bay in the Harbour of Hongkong, together with all the furniture, stores, equipment and appurtenances now on board.
IN ONE LOT.
This Ship is a Chinese ship registered in Canton and is constructed of steel. She has the following dimensions: Length 269 feet Breadth 32 feet 6 inches and Depth 18 feet 9 inches and her speed is about 10 knots.
For further particulars and conditions of Sale and for orders for inspection of the vessel please apply to
MESSRS. FUNG YUEN,
223 Wing Lok Street.
or
MESSRS. DEACON, LOOKER DEACON & HARTON,
No. 1 Des Voeux Road Central.
Vender's Solicitors
or to
MR. GEO. P. LAMBERT,
The Auctioneer.
Hongkong, October 13, 1919.

THE FAR EAST BUILDING CO.
CONTRACTORS AND BUILDERS.
REINFORCED CONCRETE SPECIALISTS.
DEALERS IN BUILDING MATERIALS AND ALL SANITARY FITTINGS, ENAMEL & PORCELAIN.
EVERY DESCRIPTION OF CONSTRUCTIONAL WORK UNDERTAKEN.
OFFICE AND SHOWROOM: 8 Beaconsfield Arcade,
Telephone 3082.
(OPPOSITE CITY HALL).

TRY THE
"SOUTHERN BRIDE"
A CIGAR FOR CONNOISSEURS

Excelentes - \$15.00 per 100
Especiales - 12.00 per 100
Manila Needles - 7.50 per 100

TABAQUERIA FILIPINA
10 Des Voeux Road Central,
opposite King Edward Hotel.

JUST ARRIVED
A quantity of New
FILM PACKS
\$1.00 per pack of 12.
MEE OHUNG
PHOTOGRAPHER.
Ice House Street. Tel. 1012.

WANT
ADVERTISEMENTS
25 WORDS' INSERTIONS.
\$1. PREPAID.
Every additional 5 words 4 Cents.

WANTED.
WANTED.—A SHORTHAND
TEACHER. Apply to the HEADMISTRESS, Diocesan Girls' School, Kowloon.

LOST.
LOST.—From 6 Broadwood Road,
young Pomeranian PUPPY dog, sable colour. Finder please notify this address.

TO LET.
TO LET.—A Vacant Plot of LAND
at Yau-ma-tei. Apply to—THE HONGKONG LAND RECLAMATION CO. LTD.

TO LET.—A VACANT PLOT OF
LAND, Praya East.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

TO LET.—A SHOP in Nathan Road,
Kowloon. Apply to HUNTER'S ESTATE & FINANCE CO., LTD., Alexandra Buildings.

INTIMATIONS.
HONGKONG HOTEL.
DANCE DANCES will be held on MONDAY, the 27th and THURSDAY, the 30th October, 1919, from 4.30 to 7 P.M.
Up-to-Date Dance Music will be furnished by the Hongkong Hotel "JAZZ BAND."
Entrance to Dance Room, including TEA, \$2. per head.
J. H. TAGGART,
Manager.
Hongkong, October 24, 1919.

HONGKONG JOCKEY CLUB.
MEMBERS are reminded of the HALF YEARLY MEETING called for, on SATURDAY, the 1st November, at 12.30 P.M., at the Offices of the JOCKEY CLUB, on the Ground Floor of the Hongkong Club Annex, Chater Road.
By Order,
G. W. GEGG,
Acting Clerk of the Course.
Hongkong, October 18, 1919.

A. S. WATSON & CO., LIMITED.
NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of A. S. WATSON & CO., LIMITED, will be held at the HONGKONG HOTEL, on the 6th day of November, 1919, at Noon, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 30th day of October, 1919, will be submitted for confirmation as a Special Resolution.
"That the new Articles already approved by this Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company, to the exclusion of and in substitution for all the existing Articles thereof."
Dated the 21st Day of October, 1919, Hongkong.
JOHN D. HUMPHREYS & SON,
General Managers.

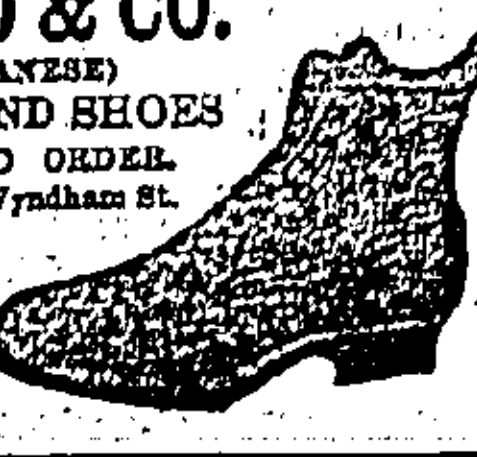
ROYAL HONGKONG YACHT CLUB.
NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of Members will be held at the CLUB HOUSE, North Point, on WEDNESDAY, 5th November, 1919, at 5.45 P.M. for the purpose of confirming the Resolutions passed at an Extraordinary General Meeting held on 10th October, 1919.
A Launch for the convenience of Members will leave Queen's Statue Wharf at 5.15 P.M.
By Order,
R. E. MACDOUGALL,
Hon. Secretary.
Hongkong, October 21, 1919.

NOTICE OF REMOVAL.
NOTICE IS HEREBY GIVEN that the BRANCH OFFICE of the LIVERPOOL AND LONDON & GLOBE INSURANCE COMPANY, LIMITED, will on and after the 27th instant be transferred to St. George's Building, (Second floor), Chater Road, Hongkong.
Telephone No. 200—F. O. Box 451.
RIGBY H. P. KEWLEY,
Acting Local Manager.
Hongkong, October 21, 1919.

FOR SALE.
CODE.—SILVA'S CHINA PRODUCE
CODE is just what every EXPORTER OF CHINA PRODUCE should have in his office. It is easy to work and minimises considerably one's cable expenses. Apply to A. E. DA SILVA, 16, Des Voeux Road Central, (above Alexandra Cafe).

BOXING.
BY permission of the Chaplain, boxing, ball-punching, &c., will be taught by the well-known boxer, "KID" Marriott, at the SEAMEN'S INSTITUTE, 21, Praya East, Wan-chai, twice a week, on TUESDAYS and FRIDAYS, from 5.45—7.15 P.M. Special lessons by arrangement. Will any who wish to have lessons please apply to The Manager Mr. R. W. BRISTOW. Terms by arrangement. Pre-payment requested.
Telephone 2874.

NOTICE.
ALL PERSONS with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.
All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non compliance is a fine not exceeding \$50.
E. D. C. WOLFE,
Captain Superintendent of Police.
Hongkong, September 22, 1919.

TAIYO & CO.
(JAPANESE)
BOOTS AND SHOES
MADE TO ORDER.
No. 10, Wyndham St.



NOTICES.
CARS on HIRE
Experienced Chauffeur and Expert Mechanics.
A Large Number of New and Comfortable Cars Always in Readiness.
Phone 977 & 2539
MERCURY GARAGE CO.,
69-71 Des Voeux Road Central.
Arrangements for Special Occasions

GREEN ISLAND CEMENT CO., LTD.
PORTLAND CEMENT.
In Casks of 75 lbs. net.
In Bags of 250 lbs. net.
SHEWAN, TOMES & CO.
GENERAL MANAGERS.

LONG HING & CO., PHOTO SUPPLIES,
DEVELOPING & PRINTING A SPECIALITY.
No. 17, QUEEN'S ROAD CENTRAL, HONGKONG.

These Cigarettes are made of selected Mild leaf tobacco and quite harmless to those who are accustomed to inhale.
NANYANG BROTHERS TOBACCO CO.
165, Des Voeux Road, Hongkong.


六 龍 香 煙 仰 惟 吸 凡 天 華 氣 南
十 中 指 發 共 茲 者 我 下 人 味 洋
五 一 德 行 提 國 購 同 無 製 清 香
號 百 輪 所 倡 貨 香 胞 雙 造 香 烟
MANUFACTURED BY CHUNG HING TOBACCO CO.

THE BLIND TEST.
P. D.

THE CONNOISSEUR'S IDEAL CHOICE

THE CONNOISSEUR'S IDEAL CHOICE
OBTAINABLE EVERYWHERE.
Sole Agents: H. RUTTONJEE & SON,
WINE AND SPIRIT MERCHANTS.
16, Queen's Road Central, Hongkong, China.

THE WEEK'S CHAT.

WHERE WERE THE POLICE?

Again the question arises: Are we sufficiently policed?

This query does not cast any blot upon the morality or otherwise of Hongkong; but arises, as a result of a certain rather humorous incident which is said to have occurred Peak side a few days ago.

Imagine a perfectly respectable married couple, sleeping soundly under the roof of a very big building, feeling as safe as it is possible to feel under the combined influence of a pathetic confidence in the police and the knowledge that a scream for help would result in a rush of willing helpers. Imagine this happy state rudely shattered, when the female half of the partnership awoke to find an uninvited guest climbing through the window.

From all accounts, and there are many, the couple appear to have followed the line of least resistance, she, perhaps afraid to wake him and subject him to the dangers of murder on sight, he, we presume a heavy sleeper.

She, bright eyed, terrified, half paralyzed with fear, watched the intruder help himself to such goods as he could comfortably accommodate about his person till at last he made a graceful retreat. Now the dunes of silence were removed and she felt the air, the awakened husband rushed for assistance and succeeded in arousing a Chinese servant and together they gave chase, around the winding paths, of the Peak. It was a great chase full of romance—thence, the race was to the starter. The rice little nooks, gutters, ravines, and sudden drops favoured the fugitive.

No police were encountered and when at last the hunters retraced their weary footsteps their search for a policeman proved futile.

Telephonic communication with the Peak Police next morning is said to have produced the following terse reply: "I suppose they sleep, with their window open."

Quite a useful remark for the police!

May we not sleep with open windows on the Peak? Is the district so lawless, that a man must put up with a loaded revolver under his pillow. Why, we might be living in an atmosphere of O. Henry, frightfully thrilling and dramatic, what! and very nice in the pages of fiction, but hardly the sort of thing for a humdrum daily existence in a hot climate.

Inquiries elicited the information that this burglar has recently visited several boarding-bachelor establishments on the peak, and if rumour does not lie, the whole police protection for the mountain district at night, consists of two men. We respectfully suggest that this number might easily be increased.

The weather this week has given rise to a considerable amount of complaint, saying that no human agency is at fault, we are loth to take the matter up. It seems, however, pretty obvious that if we were not an intensely respectable community, belonging almost exclusively to the buffer class that middle register of humanity, that is neither fish, flesh, nor good, nor herring, we should probably call a general strike and present an ultimatum to the clerk of the weather, demanding that rainy days, be arranged to suit our engagements.

It has been suggested in all seriousness that His Excellency the Governor be approached with a petition, to declare that every sunny and suitable day be proclaimed a public holiday or, that the Sabbath, which is now entirely devoted to sport and pastime, be a movable feast.

The community would not really suffer any spiritual loss, for we could continue to publish sermons by our local sky pilots, in our columns, and if these were issued on rainy days, we could read them in our offices.

The intelligent thinking people in Hongkong are feeling very fed up at the continued presence, in high places, of superannuated officials who while continuing to draw pensions on the retired list, are in receipt of big salaries, there is a feeling that now the war is over, younger men, in the last lap of military service, should be given a show. Youth and vigour and the new vision are wanted to grapple with the many problems arising from modern conditions and while greatly appreciating the services of the old "Dug Outs" during war time they feel that it is hardly fair, to strain their abilities to the breaking point.

The new era of progress—democracy is bound to influence even this far distant corner of the world—this state can only be handled—understood by men who will accept the new order, and mix and mingle with the people they are supposed to lead and control; the ruler or officer who retires into his shell and refuses to move with the times is bound to suffer.

There is considerable dissatisfaction among members of the Volunteer Defence Force, who have been told that a month's practice camp is anticipated, everyone has a feeling of staidness and weariness of the insomne, discipline and waste of time, for it is reported that this company will be timed for December, the busiest month of the year.

COMMERCIAL CONFERENCE AT SHANGHAI.

SIR JOHN JORDAN TO OPEN IT.

Sir John Jordan, K.C.B., K.C.M.G., G.C.I.E., H. M. Minister to Peking, will arrive in Shanghai early next month for the purpose of opening the first conference of British Chambers of Commerce in China, beginning on Wednesday November 5. In addition to opening the Conference, Sir John will be the guest of the China Association to dinner on Thursday, November 6, and of the Union Club to tiffin on the following Saturday and of the British Chamber of Commerce to dinner the same evening.

This visit of Sir John's to Shanghai to open the first conference of British Chambers of Commerce ever held in China will also probably be his last visit to this part before he goes home next year and it is the hope of those in charge of the arrangements, that he shall be given as good a reception as possible and that members of the British Chamber of Commerce will all do their best to attend the Conference. The latter will be open to all members of the British Chamber in addition to the delegates, but only the delegates from the various British Chambers throughout China will take part in the discussions.

The Conference, which will be held in H. M. Supreme Court, kindly placed at its disposal by his Honour Judge Sir Haviland de Saumarez, will commence at 10 a.m. on November 5, under the chairmanship of Mr. H. A. J. Macray, acting chairman of the British Chamber of Commerce in Shanghai, and after the passing of resolutions of a formal and general character the Conference will go into committee, Mr. H. H. Fox, C.M.G., H. M. Commercial Counselor of Legation, presiding. The remaining three sessions—as the programme is at present arranged—will be set aside for dealing with resolutions vital to British interests in the Far East to be moved by delegates from the Hongkong, Tientsin, Peking and Shanghai Chambers. This part of the agenda is expected to last three sessions: November 5, 2.30 p.m. to 5 p.m.; November 6, 9.30 a.m. to 12.30 p.m. and 2.30 p.m. to 5 p.m.

A meeting of the Conference will then be held on Friday at which Mr. Fox, as chairman of the conference in committee, will report the results of the discussions to the chairman of the Conference, when any member of the Shanghai or other chambers represented will be at liberty to ask questions. The Chairman will then move a resolution embodying such opinions as the Conference may want transmitted to H. M. Government, after which the Conference will be closed.

CHINESE TELEGRAMS.

[Translated for the China Mail from the Wah Tei Yat Po.]

SHANGHAI, Oct. 24.

General Chu Shu Tsang wanted to organize an army in outer Mongolia but the President said no.

Ng Pui Foo, commander in Hunan, telegraphs that there will be no fighting if he can prevent it.

Cheung King Yew telegraphs that southern troops are advancing. He proposes to suppress them as bandits.

The Government expects \$3,700,000 at the end of October as customs surplus.

There is now some doubt about the Living Buddha's attitude towards Mongolian independence.

The Cabinet has asked the tuchuns to avoid warfare even if the peace conference comes to nothing.

The Japanese premier is dead.

Before it will consent to the forming of a Cabinet the On Fook club demands the following promises: Chu Shum to be Minister of the Interior, Tsang Yuk Cheun to be Minister of Communications, and Li Shi Ho to be Minister of Finance. Kan Wang disagrees.

MAILS DUE.

The following mails are due in the course of the next few days:

From Shanghai per s.s. "Sing King," Oct. 26.

From the Straits, per s.s. "Tosan Maru," Oct. 26.

From the Straits, per s.s. "Tama Maru," Oct. 29.

GET THE AIR MAILS STARTED.

A SUGGESTED SCHEME.

It is to be regretted that no definite, clean-cut policy has been laid down yet regarding peace flying as distinguished from war flying, beyond the offer of State prizes for safe machines, and in the absence of this policy I suggest the scheme which follows, writes an Engineer Officer. Some truisms must be first stated:

1. There are many large aircraft firms in existence, and they cannot carry on unless orders come in.
2. The war is over, and another war of similar size is unlikely for a considerable period.
3. Flight is too expensive to be used as a means of human transport, except in a few exceptional cases.
4. The only paying load for flying machines, broadly speaking, consists of mail (letters, special newspapers, and the like).

5. It is essential to maintain important aircraft firms in being.
6. It is essential to maintain the Royal Air Force at proper strength.

Taking all the above truisms together, one has to devise some scheme that shall provide a commercial demand in peace time for the most efficient machines Government assistance, in the shape of money and general supervision, will be necessary in the first place, but the money spent should represent only sunk capital for a short time. When one mail service can be demonstrated as a profitable business matter by at least one year's experience the starting of many mail services should be simple. I propose that an experiment should be undertaken by a Government Committee on these lines:

1. A route should be selected not less than 500 miles in length. Exeter-London-Newcastle-Glasgow is suggested as a suitable route.
2. A day and night service of aeroplanes should be kept going on this route for one year, under supervision by a committee containing representatives from the Post Office, Air Ministry, Royal Aero Club, and Society of British Aeroplane Constructors.

3. Machines to be entered by their manufacturers under an agreement regarding performance, and marks to be given by the Committee in accordance with the actual performance shown by the trials.

A manufacturer would enter his machines as being able to carry a certain load, for a given number of hours per 24 hours, for a given number of days per year; and he would be marked in accordance with his statement and subsequent performance. He would provide his own machines and pilots, and would be given free fuel, aerodromes, and labour. Repairs would be carried out by his own staff; he could be paid by his machines on a percentage arrangement settled by the final marks obtained by him.

The underlying idea of the scheme is to prove the value of the present aeroplane for an Imperial or International Mail Service, say from London to India, in 500-mile stages; and the 500-mile experimental stage mentioned herein should provide enough difficulties, and therefore earn the confidence of the Postmaster-General in the case of a successful competitor. Full marks would be given for the ideal performance and would carry with them the purchase by Government of machines used at full price.

The ideal performance would be that made by a manufacturer whose machines carried the greatest load at the highest speed for the total 8,760 hours in the year. A manufacturer would be free to enter any number of machines considered necessary by him, and he would be judged and marked on performance of his team as a whole.

The expense of this scheme should not, considering the importance of the results attained, be very great. Assuming that six firms entered, that their teams consisted of 20 machines each, and that they had scrap value at the end of the year: the total cost to the Government, including all charges, should not exceed £2,000,000. The trials would be of inestimable value to both military and civil aviation, and would settle definitely the commercial status of the present flying-machine.

Continuous flying throughout the 24 hour day has never yet been attempted commercially, but it is an absolute necessity if flying is to compete with other transport, as neither ships nor trains stop for darkness. A very necessary flip would be given to the aeroplane trade and those interested in flight generally. Invaluable data would be obtained, ensuring a largely foreknown result in any contemplated mail route. It would be stipulated that any competitor obtaining, say, 60 per cent. full marks would be granted a State subsidy, the amount depending on the capital invested in his firm.

Naturally trials such as these would weed out some firms—that must be taken for granted. But the result of the trials would consolidate the position of the stable firms and make a certainty of an uncertainty.

No attempt has been made to do more than to sketch outlines of a workable scheme: I am anxious only to insist upon the absolute importance of the trials being made.

GOVERNMENT GAZETTE.

THE GIST OF IT.

Dr. George Ernest Aubrey is appointed a member of the Midwifery Board during Dr. Gibson's absence. [The official notice describes it as the Midwives Board, but as that sounds disrespectful to the members we have taken the liberty of making a slight alteration.]

Passengers going to Peru had better look up the decree of June 2. It's in the Gazette.

If you are yearning to trade with Arabia, notification No. 501 tells you how.

The Licensing Sessions on Nov. 7 will have 19 applications before them. That seems to be the whole lot.

Except for the information that the poet Swinburne died on April 4, 1909, there is nothing else of interest in this week's Gazette. The editor must really back up his contributors.

WHOSE BEER?

COAL-COOLIE WITH 8 DOZ. BOTTLES.

A coal-coolie was this morning charged before Mr. R. E. Lindell with the unlawful possession of two cases of beer containing eight dozen bottles, in Chater Road.

Defendant said he was engaged to carry the cases outside the Naval Yard by a man unknown to him.

His Worship: Where to?

Defendant: I was instructed to take the cases somewhere near the Central Market.

His Worship: What about the man who engaged you?

Defendant: I don't know the man. He told me to take up the cases and go along first, and he was to follow later.

His Worship: You can't find him? Defendant: How can I? I am only a coal-coolie.

Inspector Chishman: I don't think the man is acting innocently. When he was met by the Police, he said he was tired and he put down the cases on the ground. Immediately he tried to run away.

His Worship (to defendant): Why did you want to run away when the Police met you?

Defendant: Yes, because the man had not come up yet.

His Worship: \$30 or four weeks.

ACTUAL RESULTS

ON POLICY JUST MATURED IN HONGKONG
PLAN: 15-YEAR ENDOWMENT
AMOUNT ASSURED: \$10,000
PROFITS: 5,513

TOTAL CASH PAID: \$15,513
Larger Profits on 20-Year Endowment.

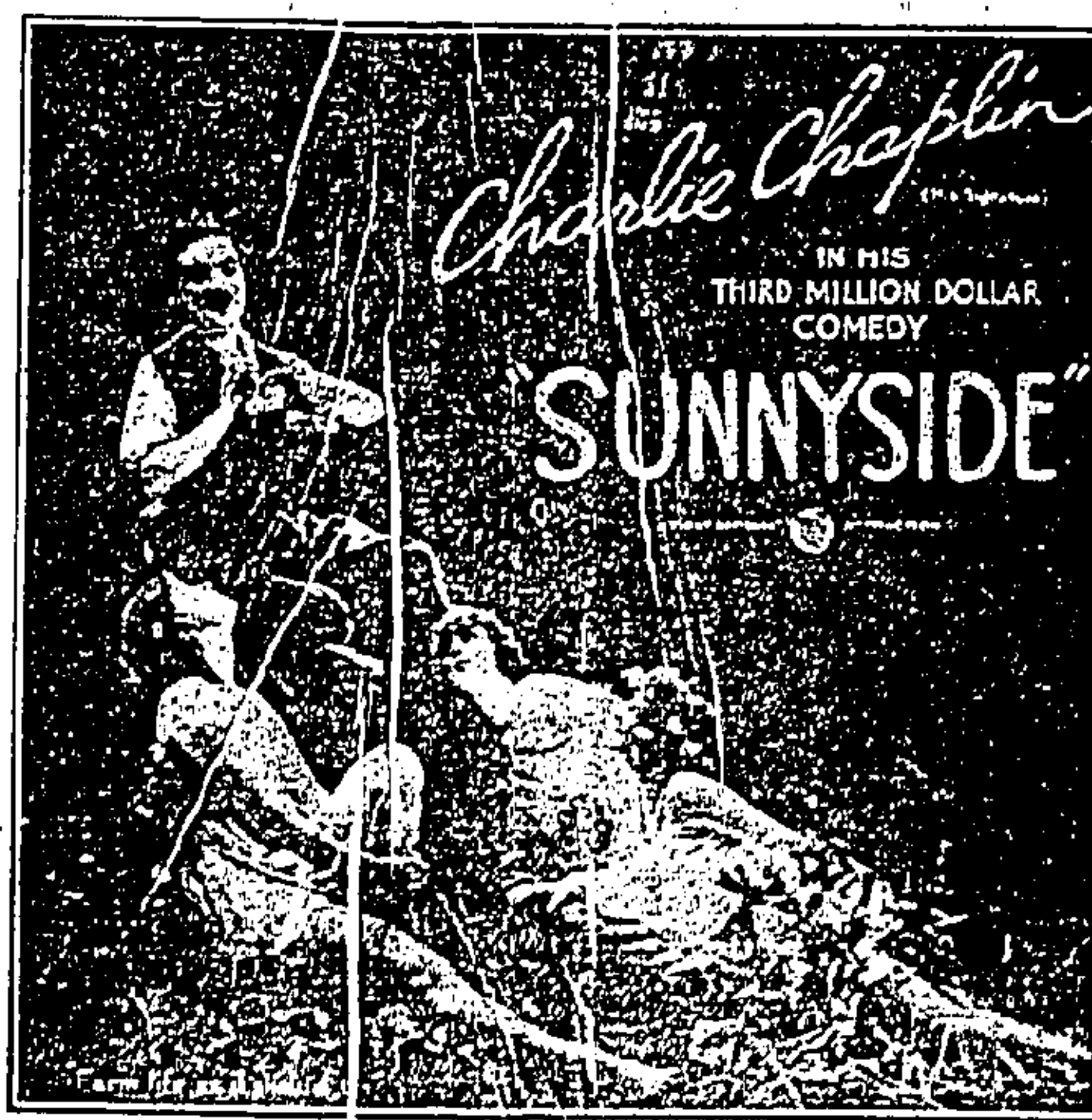
THE SUN LIFE ASSURANCE CO. OF CANADA.
Powell's Building,
12, Des Vaux Road, Central,
Hongkong.

F. M. WELLER,
Manager.

VICTORIA THEATRE.

TO-NIGHT!

TO-NIGHT!!



From farm hand to merchant prince—a visit to the fairies—how to win a Maiden's love—how to be happy though hired—also,

A revelation of Farm Life as it should be by that Master Teacher

CHARLIE CHAPLIN

PRICES - \$1.50, \$1. & 70 cents.

NOTICES.

WHETHER YOU ARE living in HONGKONG or any of the COAST PORTS you SAVE money by shopping at

LANE, CRAWFORD'S

who have ONLY ONE PRICE for each article.

Quality tells and you can always depend on LANE, CRAWFORD'S

GROCERIES

Highest Quality.

Lowest Prices.

CEYLON TEA SHREDDED WHEAT BUTTER BEANS

Orange Pekoe 70c. per 1 lb. tin.	Biscuits 25c. per pkt. of 12.	LAZENBY'S 60c. per 2 lb. tin.
PETIT POIS	ASPARAGUS	CAMBRIDGE SAUSAGES
"Del Monte" Brand 35c. per tin.	"ROYAL TASTE" 30 spears in tin 60c. per tin.	AUSTRALIAN 50c. per 1 lb. tin.
STRAW-BERRIES 75c. per tin.	KIPPERED HERRINGS 70c. per 1 lb. tin.	ESCHALOTS LAZENBY'S 70c. per pint bottle.
CEREBOSS SALT for table use 35c. per 1 lb. tin.	BAKERS CHOCOLATE unawakened for cooking 80c. per 1 lb. pkt.	WHITEBAIT NEW ZEALAND \$1 per 1 lb. tin.

LANE, CRAWFORD & CO.

COLUMBIA

"LITTLE WONDER" RECORDS

NEW STOCK JUST RECEIVED.

THE ANDERSON MUSIC COY., LTD.

(THE COLUMBIA SHOP.)

16, DES VEAUX ROAD.

TEL. 1322.

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

DISTRIBUTORS FOR:

COLE, DODGE AND OLDSMOBILE CARS, FEDERAL TRUCKS-FISK TYRES, HARLEY-DAVIDSON MOTORCYCLES, ARROW, BRENNAN, JACOBSEN, METZ, RED WING, ROBERTS, & VENN-SEVERIN MARINE ENGINES.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

MOTOR CAR STORAGE

Repairs of all descriptions under European supervision. Re-painting a specialty.

INQUIRIES AND INSPECTION INVITED.

Call at our Motor Garage No. 7 Russell Street OR Phone 859.

EXQUISITE PERFUMERY AND TOILET PREPARATIONS.

PRICKLY HEAT REMEDIES, ETC.

MODERATE PRICES.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

O. B. BEER

PRODUCE OF MANILA.

THE PREMIER BEER

NOW ON THE MARKET.

STOCKED BY ALL

THE LEADING HOTELS & CLUBS

IN THE COLONY.

Price per Case 6 doz. Pints, duty paid \$16.50.

AGENTS,

GANDE, PRICE & CO., LTD.,

WINE MERCHANTS,

Tel. No. 135.

6, QUEEN'S ROAD, CENTRAL.

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

MARSEILLES & LONDON.

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"PRINZESSIN"	1st November	3rd December	11th December
"KATIA"	1st November	4th December	12th December
"NOTARA"	15th December	17th January	25th January

For BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	15th November	29th November
"DILWARA"	18th December	3rd January

For CALCUTTA VIA STRAITS AND RANGOON.

For SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
"DUNERA"	28th Oct. at 10 a.m.	29th October (Shanghai)
"NOTARA"	19th Nov.	29th November
"ARRATON APCAR"	19th Nov.	29th November (Kobe)
"DILWARA"	4th Dec.	7th December (Shanghai)

Wireless on all steamers.
Parcels measuring not more than 1 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For PASSAGE RATES, HAND-BOOKS, FREIGHTS, etc. apply to—
MACINNON, MACKENZIE & CO., Agents.
22, Des Vaux Road Central, HONGKONG.

OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR PORT SAID.

For Freight and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CAIRO, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE

Sailings from Hongkong.

For freight and further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S. S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

For JAVA PORTS

For JAPAN PORTS

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port
Said.CELEES MARU Saturday, 8th November.
ALPS MARU End of November.GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of
Lading with transshipment at Bombay to Co.'s steamer.SUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape
Town via Singapore.

SEATTLE MARU Monday, 17th November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

INDUS MARU Tuesday, 4th November.

SAIGON MARU Beginning of November.

SAIGON BANGKOK & SINGAPORE—Regular Monthly Service.

SHISEN MARU Saturday, 1st November.

MADRAS MARU Middle of November.

SYDNEY & MELBOURNE—Monthly service calling at AUCKLAND, N. Z.
and ADELAIDE.VICTORIA & VANCOUVER—Tacona via Manila, Keelung, Shanghai,
Nagasaki, Moji, Kobe, Yokohama and Yokohama.

AFRICA MARU Thursday, 13th November.

KEELUNG via SWATOW & AMOY—These steamers have excellent
accommodation for 1st & 2nd class saloon passengers and will arrive
at and depart from the O. S. K. wharf, near the Harbour Office.

AMAKUSA MARU Sunday, 28th October.

TAKAO via SWATOW & AMOY.

SUGHO MARU Friday, 24th October.

JAPAN PORTS—Moji, Kobe, Yokohama and Yokohama.

For sailing dates and further particulars please apply to—
Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

THE S.S. "KONG NING" (Captain Goins), will leave the Sai Kung
Wharf (Cannagh Road West) on October 31, for WUOHOW via
West River Ports.

This vessel has excellent European accommodation for First-class
passengers, and was built expressly for the West River trade, being fitted
with electric light and fans and is complete with every modern convenience.
An excellent table is provided.

Owing to the lack of hotel accommodation in Wuohow passengers taking
the round trip will be allowed to remain on board the vessel without extra
charge.

For freight and passage apply to—

BANKER & CO.,

1st Floor Hotel Mansions.

or Messrs. THOMAS COOK & SONS,
Passenger Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	SO LING
HOIHOW & BANGKOK	KWANGSI	Oct. 28, at 10 a.m.
SHANGHAI	SUYANG	Oct. 28, at Noon
MANILA, CEBU & ILOILO	TAKING	Oct. 28, at 4 p.m.
SWATOW & BANGKOK	LIANGCHOW	Oct. 29, at 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	LIANGTOW	Oct. 30, at 10 a.m.
SHANGHAI	SHANGHAI	Oct. 30, at Noon

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent
Saloon accommodation amidships. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai
(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO
SHANGHAI via SWATOW	WOSANG	TUESDAY, Oct. 28, Daylight
NEWCHANG via DALNY	TUNGSHING	TUESDAY, Oct. 28, at 3 p.m.
STRAITS & CALCUTTA	KUMSANG	TUESDAY, Oct. 28, at 3 p.m.
TIENSIN via WEIHAWEI	CHIPSING	THURSDAY, Oct. 30, Daylight
MANILA & CEEFOO	LOONGSANG	FRIDAY, Oct. 31, at 3 p.m.
MANILA	YUENSANG	FRIDAY, Nov. 7, at 3 p.m.

CAIROUTTA LINE—This line has now been reorganised and affords regular sailings to Calcutta
via Singapore and Penang.
Steamers on this line have a limited amount of passenger accommodation, and through tickets
can be obtained for Northern and Yangtze Ports via Shanghai. Through Bill of Lading
are issued to all Northern and Yangtze Ports.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,
sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets
can be obtained for Northern and Yangtze Ports via Shanghai. Through Bill of Lading
are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger
accommodation; sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at
Haiphong with transshipment at Swatow.

One sailing per month between Hongkong and Swatow by a steamer having
excellent accommodation for passengers and cargo, calling at Swatow with
transshipment at Haiphong.

TIENSIN LINE—A regular service is run from March to October between Hongkong and
Tiensin, calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations, All European Passengers, leaving the Colony
for Straits Settlements, are required to produce on arrival at destination, passport, visa and
Photograph and description, issued therefor.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., Ltd.,

Tel. No. 215.

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"ICONIUM" About October 28.

"SEATTLE SPIRIT" About November 10.

"WHEATLAND" About November 11.

"EDICOTT" About November 17.

"ELKTON" About November 19.

"WESTERN KNIGHT" About December 7.

"ELDRIDGE" About December 7.

"EDMORE" About December 24.

For PORTLAND direct.

"WEST HARBOR" About November 10.

"WABAN" About November 15.

"NISHIMARU" About December 11.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO—

THE ADMIRAL LINE.

Telephones 2477 & 2478.

Fifth Floor, Hotel Mansions.

Agents

5th Floor Hotel Mansions.

Telephone 2477 & 2478.

Fifth Floor, Hotel Mansions.

Agents

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5th Floor Hotel Mansions.

Telephone 2477 & 2478.

Fifth Floor, Hotel Mansions.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS

FROM HONGKONG

TO VANCOUVER

Empress of Russia Oct. 30

Empress of Japan Nov. 3

Empress of Asia Nov. 17

Empress of Russia Dec. 1

Empress of Japan Jan. 7

Empress of Asia Jan. 28

Monteagle Jan. 28

Empress of Japan Jan. 28

Empress of Russia Jan. 28

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INDIAN JOURNALISTS IN

ENGLAND.

A PROTEST AGAINST THE PRESS

ACT.

A delegation from the Indian Press

Association (a newspaper society,

not a news agency), interviewed a

number of English Radical journal-

ists on September 8 at lunch, and

explained to them their grievances

under the Indian Press Act. Mr.

B. Horniman presided. He is the

editor of the Bombay Chronicle.

The grievances of the Indian press,

he said, were against the Deference

of India Act, a war measure which

was "much more severe than

D.O.R.A., but against the adminis-

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES(COMPANIES incorporated in ENGLAND)
MAIL AND PASSENGER SERVICESTO
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED
SEA, EGYPT, EUROPE, &c.

MARSEILLES AND LONDON.

S.S.	Leave HONGKONG about	Due MARSEILLES about	Due LONDON about
PRINZESSIN KRIYA NOVARA	1st November 18th December	3rd December 17th January	13th December 28th January

BOMBAY via STRAITS & COLOMBO.

S.S.	Leave HONGKONG about	Due BOMBAY about
DUNERA	18th November	29th November
DILWARA	18th December	3rd January

CALCUTTA via STRAITS and RANGOON.

S.S.	Leave HONGKONG about	Due CALCUTTA about
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SAILINGS ALSO TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave HONGKONG about	Due YOKOHAMA about
DUNERA	28th Oct. at 10 a.m.	29th October (Shanghai).
NOVARA	18th Nov.	29th November
ARRATON APCAR	18th Nov.	27th November (Kobe).
DILWARA	18th Dec.	7th December

Tickets interchangeable.
P. & O. Australia Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company.
Passengers may travel by E.I.S.N. Company's steamers between Singapore and Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be altered without notice.
Passes for Messing not more than \$3 ft. x 2 ft. will be received at the Company's Office up to noon on the day previous to sailing.
NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.
22, Des Vaux Road Central HONGKONG.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
via Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1116. 25, Wing Woo Street, Central.

N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.SUWA MARU (Omitting Manila) ... Saturday, 1st Nov., at 11 a.m.
KASHIMA MARU ... Saturday, 2nd Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KAGA MARU ... Sunday, 2nd November, at Noon.
YOKOHAMA MARU ... Friday, 14th November, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Saturday, 25th October, at 11 a.m.
AKI MARU ... Wednesday, 19th November, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU ... Middle of November.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

TENSIN MARU ... Sunday, 2nd November.

YAMAGATA MARU ... Beginning of November.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU ... Sunday, 2nd November.

NAGATO MARU ... Wednesday, 19th November.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 22nd November, at 11 a.m.

NIKKO MARU ... Saturday, 20th December, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOSAN MARU ... Monday, 27th October.

TAMA MARU ... Thursday, 30th October.

KAWACHI MARU ... Friday, 31st October.

MISHIMA MARU ... Wednesday, 5th November, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, Rotterdam, Hamburg, etc.).

DELGOA MARU (London, Antwerp & Hamburg) Monday, 27th October.

TOYOOKA MARU (Marseilles & Liverpool) ... Thursday, 30th October.

TATSUNO MARU (London, Antwerp & Hamburg) Middle of November.

TSUBHIMA MARU (Marseilles & Liverpool) ... End of November.

For further information apply to
NIPPON YUSEN KAISHA.
S. YASUDA, Manager.
Telephone Nos. 292 & 293.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.Tower Office: 45, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard: Sham-Sai-Po, Kowloon, Hongkong. Telephone No. 8.
Estimates furnished on application.WONG PING WA, Manager
Hongkong, April 1, 1912.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Shingo Maru	Toyo Kisen Kaisha	On 29th October.
San Francisco via Shanghai, Japan &c.	Ferria Maru	Toyo Kisen Kaisha	On 10th November.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 5th Nov., at Noon.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 2nd Dec., at Noon.
San Francisco via Shanghai, Japan &c.	China Mail S.S. Co., Ltd.	China Mail S.S. Co., Ltd.	On 4th November.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 22nd November.
Seattle, Tacoma, Victoria & Vancouver.	Island	The Admiral Line	About 29th Oct.
Victoria, B.C., & Seattle via S'hal, &c.	Africa Maru	Ozaka Shosen Kaisha	On 13th Nov.
Vancouver via Shanghai, Japan &c.	Suwa Maru	Nippon Yusen Kaisha	On 1st Nov., at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Ltd.	On 30th October.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Ltd.	On 2nd November.
Australian Ports via Japan	Gibb, Livingston & Co.	Gibb, Livingston & Co.	On 2nd Nov., at Noon.
Australian Ports via Manila	Nikko Maru	Nippon Yusen Kaisha	On 25th Oct., at 11 a.m.
New York via Panama	Seiyu Maru	Toyo Kisen Kaisha	On 4th Nov.
Portland	Butterfield & Swire	The Bank Line Ltd.	On 30th Oct.
Manila, Cebu & Lilo	Butterfield & Swire	The Bank Line Ltd.	About 10th Nov.
Nagasaki, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	On 22nd Nov., at 11 a.m.
Shanghai	Wooing	Jardine, Matheson & Co., Ltd.	On 28th Oct. at Dlight.
Shanghai & Tsingtao	Suiyang	Butterfield & Swire	On 25th Oct., at Noon.
Sandakan	Yingchow	Butterfield & Swire	On 24th Oct., at 4 p.m.
Calcutta via Straits & Rangoon	Jardine, Matheson & Co., Ltd.	Jardine, Matheson & Co., Ltd.	On 25th Oct., at Noon.
Singapore, Penang & Belawan-Deli	Kanagawa Maru	Nippon Yusen Kaisha	On 2nd Nov.
Keelung via Swatow and Amoy	Van Waerwijk	Java-China-Japan-Lijn	On 11th Nov., at 3 p.m.
Swatow & Bangkok	Amakusa Maru	Ozaka Shosen Kaisha	On 28th Oct.
Swatow, Amoy & Poochow	Lingchow	Butterfield & Swire	On 28th Oct., at 10 a.m.
Manila	Longgang	Douglas Laprak & Co., Ltd.	On 28th Oct., at 1 p.m.
Bombay & Colombo	Indus Maru	Jardine, Matheson & Co., Ltd.	On 31st Oct., at 3 p.m.
London and Antwerp	Celebes Maru	Ozaka Shosen Kaisha	On 4th Nov.
London via Spore, Pang & C'bo &c.	Kaga Maru	Nippon Yusen Kaisha	On 8th Nov.
Mauritius, Delagoa Bay, Durban	Nippon Yusen Kaisha	Nippon Yusen Kaisha	On 31st Oct., at Noon.
Bombay, via Singapore, Malacca & Colombo	Seaside Maru	Ozaka Shosen Kaisha	On 17th November.
	Riva	P. & O.-B.I. & A.L.	On 1st Nov.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODEGAURA MARU.
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU.
CHEIAN MARU.
KUMAKATA MARU.

REGULAR SERVICE FOR
FREIGHT BETWEEN
HONGKONG,
BANGKOK
and/or
SINGAPORE.

For Particulars Please Apply to—
M. KOBAYASHI, Agent.
Tel. No. 140 & 155. Top Floor, King's Building.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.
(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

THE Steamship
"SHINYO MARU,"
FROM SAN FRANCISCO, HONO-
LULU, JAPAN PORTS AND
MANILA.

The above named Steamer, having arrived Wednesday, October 23, consignees of Cargo are hereby notified to present their bills of lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Tuesday, October 23.
All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined, on Tuesday, October 23, at 10 A.M.

No claims will be recognized after the goods have left the steamer or godown and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. DAIGO,
Manager.
Hongkong, October 23, 1919

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

THE Steamship
"SEIYO MARU,"
FROM SOUTH AMERICAN PORTS via
SAN FRANCISCO, HONOLULU &
JAPAN PORTS.

The above named Steamer having arrived Thursday, October 23, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Wednesday, October 23.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, October 23, at 10 A.M.

No claims will be recognized after the goods have left the steamer or godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. DAIGO,
Manager.
Hongkong, October 23, 1919.

NOTICES TO CONSIGNEES

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"CITY OF FLORENCE"

having arrived, Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 22nd October will be subject to rent.

All claims against Steamer must be presented to the Underwriter on or before the 29th October, 1919, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 21st October, at 9 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LIMITED.
General Agents.
Hongkong, October 16, 1919.

FROM BOMBAY AND SINGAPORE.

THE Japanese Steamship

"SODEGAURA MARU,"

having arrived, Consignees of Cargo are hereby notified that all the Cargo will be landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. whence delivery may be obtained.

No claim will be admitted after the goods have left the Godowns and goods not cleared by the 31st instant will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined at 10 A.M. on THURSDAY, the 30th inst., by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after the arrival of the Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatsoever.

Bills of Lading will be countersigned by the undersigned.

GEO. GRIMBLE & Co.,
Agents.
Hongkong, October 24, 1919.

P. & O. S. N. Co.

STEAM FOR
STRAITS, COLOMBO, BOMBAY,
EGYPT, MEDITERRANEAN PORTS
AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTINEN-
TAL, AMERICAN AND SOUTH
AFRICAN PORTS.

THE Homeward Mail Steamer Dunera
carrying His Majesty's Mails will
be despatched from this port on or about
18th November taking Cargo for the above
ports. Passengers accommodation in
the connecting vessel, if available, secured
before departure from Hongkong.
Silk and Valuable Cargo for Italy,
France and London (under arrangement)
will be conveyed in this steamer
proceeding via Bombay and there
transhipped to the oncoming steamer
for Marseilles and London.
Parcels will be received at this Office
until 12 Noon the day before sailing.
The contents and value of all packages
are required.
For further particulars, sailing dates,
etc. apply to
MACRINNON, MACKENZIE & CO.,
Agents.
Hongkong, Oct. 7, 1919.

KWONG SANG & CO.

27, 28 & 29 Connaught Road Central.

Ship-Chandlers, Metal and
Coal Merchants, Sailmakers, Pro-
visioners, Contractors, Krigers and
Stevedores, Engineers Tools.
Estimates on application.
Tel. Office 224 and 225.
Godown 724.

MITSUBISHI SHOJI

KAISHA, LTD.

(Mitsubishi Trading Co.)

COAL, GENERAL IMPORTS AND EXPORTS.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE,

KISHIMOTO, YOSHINOYARI,

HOJO, HAMAZUTSU, SATO, KANADA,

SHIRIN, FUKUDA, KUBOTA, KUBOTA,

AGENTS FOR SAKITO COAL.

Head Office—TOKYO.

Branches and

Representatives:—

Nagasaki, Kanata, Wakamatsu, Moji,

Kure, Kobe, Osaka, Tsuru, Nagoya,

Yokohama, Tokyo, Hakodate, Muroran,

Osaka, Vladivostok, Peking, Tientsin,

Dairen, Tainanfu, Hankow, Shanghai,

Taipei, Hongkong, Canton, Haiphong,

Manila, Singapore, Calcutta, London
and New York.

Cable Address:

Hongkong: "IWASAKI".

Canton, Haiphong: "IWASAKISAL".

Codes:—A, B, C, 5th Ed.

Western Union and Bentley's.

Agency for:—THE OKURA MARINE

& FIRE INSURANCE CO.,

LTD., OSAKA.

For Particulars, apply to—

S. SAYERI, Manager.

No. 14, Pedder Street, Hongkong.

SHIPPING

PACIFIC MAIL S.S. CO.

U.S. Mail Line.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA"

14,000 Tons each.

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt

The most comfortable Route to America and Europe.

Sailings from Hongkong at Noon.

S.S. "COLOMBIA" ... WEDNESDAY, Nov. 5th

S.S. "VENEZUELA" ... TUESDAY, Dec. 2nd

S.S. "ECUADOR" ... WEDNESDAY, Dec. 31st.

These Steamers have the most modern equipment including overhead

electric fans and electric lighting ALL LOWER DECKS and large

comfortable Staterooms (All single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the cuisine, and the attendance on

passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the

Canadian Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules, etc., apply to—

COMPANY'S OFFICE in Alexander Buildings,

Telephone 141.

HONGKONG, CANTON & MACAO
STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT

CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

To Macao daily at 9 a.m. (Saturday excepted, at 2 p.m.)

From Macao daily at 2 p.m. (Sundays excepted, at 4 p.m.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Mansions,

or from Messrs. Tso, Cook & Son, Booking Agents, Hongkong.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM

HONGKONG TO AUSTRALIAN PORTS.

Steamer.	F	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Q	land Ports.	30th Oct. 3rd Nov. at 2 p.m.

The above steamers have been accommodated for First and Second

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Via PANAMA.</

THE FUTURE OF BRITISH SHIPPING.

A statistical summary of the information contained in the new edition of Lloyd's Register of Shipping—the first issued entirely free from censorship since war began—does not, it must be confessed, make particularly cheerful reading for the British shipowner, shipbuilder, or merchant. But the medicine of cold-water truth had to be taken sooner or later, and it is as well to face the dose in the spirit which will conduce most rapidly to its purgative and tonic effects. The main figures have had wide publicity, and it is not necessary to go into them in detail. The outstanding and vital facts are that since 1914 the world's shipping tonnage has increased by nearly 21 million tons, that the tonnage of the United Kingdom has declined by about the same figure, and that Atlantic tonnage has increased by 71 million. All the other chief shipping countries show a more or less serious decrease, except Japan, Holland, and France. The French increase is trifling, but it indicates how sharply the French Government during the war looked after the interests and prospects of French shipping. A like course, combined with the practical mobilisation of Dutch shipping during the war, accounts for the increase in Holland's tonnage. Among the smaller nations Greece shows the most serious decline, and though her losses are trifling in a world perspective, they will have an unfortunate effect in delaying the economic recovery of the Balkan region and Asia Minor. The Japanese increase is notable inasmuch as, apart from the United States, it is the only instance of a positive increase according to the calculations of difference between the actual figures of 1919 and what would probably have been the present figures if no war had taken place. Japan shows a close gain of 20,000 tons. Should Japan's rate of increase be maintained, she will dominate the shipping as well as the political situation in the Far East to a greater extent than was thought probable before the war.

Japan's influence, however, will always be in a world-scale local, and it will necessarily be restricted by her political difficulties and the narrow range of her native resources. It is on the American figures that our attention is centred. They represent a "positive" as well as an actual gain of over seven million tons, and the effect of this is to give America 21.9 per cent. of the world's tonnage, as against 14.6 in 1914, whereas our percentage of world tonnage has fallen from 11.6 in 1914 to 8.1 in 1919. To put it in another way, the present shipping tonnage of the United States is nearly double that of Germany in 1914. She has taken the place of Germany as our most serious shipping rival, and whereas Germany in 1914 held that place with not much more than a fourth of our tonnage, the United States holds it now with considerably more than half.

It is clear, then, that if the prosperity of the world as a whole depends on the speed with which the nations collectively can make good their "positive" shortage of over seven million tons, the future of British shipping and the relative economic position of Britain will depend very largely on our ability to alter somewhat in our favour the relative shipping positions of America and ourselves. To estimate our chances of doing this, it is necessary to look at the positions of both countries a little more closely.

Though the American shipping boom was due to abnormal causes, and was in some respects artificial, there is no doubt that American shipbuilders and shipowners' main business. Shipping enterprise in America has been linked up with a great forward movement in all departments of foreign trade, and the list of the 62 trade routes established and directed by the U.S. Shipping Board is sufficiently formidable. For some time to come America may bulk uncomfortably large on certain of the main trade routes that we used to regard as exclusively our own. But great economic factors have got to be reckoned with. America is inherently a "land" country. The enormous riches of her territories still offer golden chances to capital. America will not remain any longer in ocean shipping than it will pay her to do so. Already many of her shipyards are closing down, and the appeals to patriotism in the unannouncements of the U.S. Shipping Board are significant of something provisional and almost artificial in

the whole situation. Moreover, if labour troubles follow the same cycle as in Europe, the effects of the long voyages to the ports and of the high expenses of running ships will begin to be acutely felt in America. The United States will never recede to her old position, and she will certainly secure permanently some of the trade formerly controlled by Germany. But if British shipping regains anything like its old efficiency, natural and traditional advantages will reassert themselves in our favour.

Circumstances in America, however, will only act negatively in our favour. The positive movement must come from us. Labour settlement is the first essential. When that has been achieved we must bend our facilities towards obtaining the maximum possible results from our coal mines and from coal itself—for the advantages of oil fuel lie mainly with America, and our shipping, with all our industries, rests chiefly on the industrial use we can make of the only substance in which our island is really outstandingly rich. In plain terms, we must conserve to build ships, not only better, but also at a lower cost per ton than the United States. If that fortunate result is achieved, the rest will follow or will have followed. With an adequate command of coal, and slightly lower costs of construction and maintenance, our shipbuilders and shipowners can safely be trusted to do the rest. The labour situation is really the crux of the whole matter. Unless the habits of steady and honest work reasserts itself, all talk of future prospects is pathetically vain.

Altogether we have in our favour, as has been pointed out, the fact that the constitution of our mercantile fleet is more suitable for ocean traffic than that of the American fleet. Undoubtedly, too, the average quality is decidedly one of the things that will tell in the coming days of keen competition. And these days are not very far distant, if one may judge from a significant fact that emerges from an analysis of Lloyd's figures. The new tonnage under construction throughout the world amounts to nearly eight million tons. This is roughly equal to the world's loss in shipping during the war. But in the "normal" course—that is, had there been no war—only three million tons a year of new tonnage would have been required to maintain the average increase. Within a year, it is calculated, shipbuilding will have got abreast of shipping requirements, and these will then call for only about half of the shipyards at present in operation. The test of the survival of the fittest will be silently but inexorably applied. How will British shipyards come out of the test?—From *The Journal of the Glasgow Chamber of Commerce*.

SHIPBUILDING IN AUSTRALIA.

It is reported from Sydney, N.S.W., that three steel vessels have been added to the fleet of the Commonwealth Line. The "Delunga" and "Dromana," having been launched in March, and the "Bleche," which was christened on April 14, are being fitted out and will enter the service. The "Bleche" is an all-round cargo carrier, although she was built primarily as a fuel carrier for the Australian Navy. The other two vessels are of the liner type and were turned out at Walsh Island Dockyard at Newcastle.

A recent official statement was made to the effect that the cost of the vessels, including interest, depreciation and working charges, would not exceed the original rough estimate of £28 per ton, and that the cost of a similar vessel abroad would be in the neighbourhood of £38 or £40 per ton at present. The wages paid in connection with the "Dromana" were £3,900 more than what would have been paid in Great Britain, and the engine, it was stated, had cost £7,000 more; also that lower costs for labour and material were necessary to make the shipbuilding in Australia commercially successful.

About four months ago, owing to the "go slow" methods of the riveters engaged at the Cockatoo Island Dockyard, Sydney, in the construction of the "Bleche," summary notice of dismissal was served on the men, and they were only permitted to resume work on piecework conditions.

These conditions resulted as follows:—Platers averaged £1 15s. 0d. per day; riveters by hand, £1 0s. 10d.; riveters using pneumatic hammers, £1 2s. 7d.; platers' helpers, £1 7s.

DARING ROBBERY.

A FAMILY ATTACKED.

A daring robbery was perpetrated this morning at 8 a.m., when four men entered No. 8 Yue Lok Lane and stole \$700 worth of jewellery and \$120 in money. It appeared that one of the robbers climbed over the partition of the staircase and opened the door from the inside. The robbers then entered the house, and went in to a cubicle. One of the men pointed a revolver at a man, and threatened to shoot. They were bound and gagged. The boxes were then ransacked and the jewellery and money stolen.

No arrests have been made.

PASSENGER WITH OPIUM.

HIS VOYAGE DELAYED.

A passenger on board the s.s. "Quinnong" was charged before Mr. N. O. Hutchinson this morning with the unlawful possession of 82 tacks of raw opium.

Defendant denied the possession and said he was only keeping charge of the box (containing the opium) which belonged to his friend.

A Chinese constable stated that at 11 a.m. yesterday he was on search duty on board the s.s. "Quinnong." He saw the defendant sitting by the side of a box. He asked him for the key to open the box. When the opium was found, defendant said he knew nothing about it. He said he came from Canton and was on his way to Swatow.

He was fined \$500 or three months.

At pneumatic drillers, £1 1s. 0d. and caulkers, 16s. 6d. Compared with the old award rate of 12s. per day, the results showed an increase in earnings as follows:—Platers, 100 per cent.; riveters (hand), 114 per cent.; riveters (pneumatic hammers), 88 per cent.; platers' helpers, 139 per cent.; pneumatic drillers, 62 per cent.; and caulkers, 37 per cent. Where the platers were earning the minimum of £3 12s. per week, they are now averaging £10 14s. 6d. per week.

During the war period a number of contracts were let to private firms for the construction of small concrete vessels of about 1,500 tons in the various ports of the Commonwealth. All these contracts have now been cancelled, and the question remains to be decided what is to be done with such portion of the hulls that have been constructed. None of these have got past the stage of setting up the frames. Several of the firms whose contracts have been cancelled have announced their intention of completing the vessels.

The Federal Government has decided on the continuance of the shipbuilding scheme as regards the steel cargo carriers. It has been announced that several vessels of 10,000 tons will be constructed, and that Sydney will be the port so favoured. Owing to its proximity to the Broken Hill Proprietary Company's works, and the chief coal supplies of Australia, and other natural advantages, Sydney is undoubtedly the most suitable port for shipbuilding purposes.

Taking into consideration the fact that not more than 10 per cent. of the men employed had had any previous experience in connection with shipbuilding, it is stated that the authorities do not view with alarm the increase cost of labour, and they anticipate that, with more experience, the cost will be considerably reduced.

The Commonwealth Government recently announced its firm intention to continue its shipping operations regardless of whatever opposition might be placed against it, also that it had no intention of disposing of the present fleet, which was originally established for the purpose of providing freight facilities during the emergency of the war. Strong opinions were then expressed regarding the Government's action in purchasing small and somewhat antiquated vessels at what seemed to be an exorbitant sum, but subsequent events proved the wisdom of the course adopted, and many a ton of freight was lifted between foreign and other ports and Australia at extremely profitable rates.

At present 40 steamers are being operated by the Commonwealth Government, and it has also been directing the course of 19 ex-enemy steamers almost since the commencement of the war.

GREYNA DEMOBILISED.

A TOWN OF EMPTY HOSTELS.

A special correspondent of the *Manchester Guardian* writes: Greytna, the town which sprang into being with almost magical suddenness in response to the imperious need for explosives in 1916 and 1917, may be almost as quickly effaced. The arresting band of a hardy economy has brought all the cordite manufacturing plants distributed over this wide area to a standstill. It is the definite stoppage of all work as much as the fact that 3,000 people, the rearguard of the great army of munition makers, who invaded this tract of border country, are to be thrown idle which is of new significance.

It is true that the Government are accredited with the intention, on the authority of a local official, of sticking to Greytna. It is said, moreover, that they contemplate resuming work as the present stocks of cordite become depleted. But that is to come about is not explained, and the only light the official mentioned could throw on the matter when approached was that cordite deteriorated in course of time and must be replaced. If work were resumed it could only be on a very modified scale, even though a hope which is held out were realised and some other process introduced as an added justification for the step.

But however this may be, employment can never be found for all of the people who were here in the days of intensive cordite production, and for whom habitations of one kind and another were hurriedly erected. The declension of Greytna seems inevitable, and the town as I saw it yesterday and again to-day seems sadly conscious of it. There is a melancholy air about it. It appears to be revolving the question, to vary the poet's words, "Where are the crowds of yesterday?" It is all too apparent that they have fled.

During the boom period 13,000 of the 26,000 persons employed were actually housed in Greytna and thereabouts, the remaining 13,000 travelling daily by shift trains from Carlisle and Annan. There are hardly more than 3,000 people living in the neighbourhood. These figures are in themselves commentary sufficient on the transformation. Greytna is at the heart of this munition area. Its western extremity is confined by the township of Dornock, four miles away, and eastward it is bounded by the township of Moss Bank, distant three miles.

If you can picture an ordinary military camp partially deserted, transplanted to these fields and grazing lands rising gently from the shores of the Esk, you have a very fair idea of what Greytna looks like, with this difference, that here and there cutting across the regimental lines of wooden huts are trim rows of dwelling-houses, sometimes in red brick and sometimes in white stucco. Another point of variance is that there are two or three aggressively new churches which have all the air of having survived the spiritual needs as many of the wooden huts and all the hostels have survived the material needs that call them into existence. From here any clear day you may see the sun rise above the dark cluster of the Lakeland hills or set in the silver distance of Solway Firth. It is the storied Border Land of the foray and the moss trooper.

As I have stated, in 1917 there were 26,000 persons engaged either in cordite-making at Greytna or in the manufacture of its constituent parts at Dornock and Moss Bank. That number decreased gradually during 1918. At the armistice 18,000 was the figure, and in the intervening nine months it has been brought down to 3,000, and now by the last decision of the Ministry of Munitions it is to be reduced to a mere 400. These persons are to be retained for maintenance purposes. It is clear that at no time have there been wholesale dismissals such as might have brought hardship to thousands, and it is generally allowed here that in this case at all events the Ministry of Munitions have acted with some foresight and consideration. The people who remain in Greytna have been mostly absorbed in industry in Carlisle and travel to and fro each day by rail.

A TOWN OF A DAY.

Perhaps the most notable indication of the way in which the population has shrunk is furnished by the hostels. They number about 140, and are commodious wooden structures in which on an average 70 per-

"SACK THE LOT."

LORD FISHER'S LETTER.

Lord Fisher, the ex-First Sea Lord, wrote recently to *The Times*—

The two millions a day we are spending more than our income will not be saved by trifles or by trifling. It is incredible—it is uncalled for—it is ruinous waste that the cost of the Fleet is now 140 millions a year! (In 1904 it was 34 millions!) So the whole national expenditure before the war was only a third more than the present Navy Estimates. Then a huge anti-German Fleet had to be ready to strike! Now that German Fleet is at the bottom of the sea!

Yes! Thank God, our pre-war Fleet was instantly ready and was efficiently ready to strike! But it didn't! It was the Lord that struck! There was no Napoleon, no Nelson, no Sedan, no Trafalgar! It was "the Angel of the Lord went forth," and the German Fleet were as "Dead corpses in the morning" (a la Sennacherib) when that armistice (which annihilated Germany) was proclaimed at the eleventh hour of the eleventh day of the eleventh month of 1918. Imagine! Here we are, getting on for a year ago, and yet spending this prodigious excess of two millions beyond our income!

I have to say from severe experience and great obloquy that Departmental Committees or Cabinet Committees or even Prime Ministers are no use in such an extremity. You must turn out the whole spendthrift crew "neck and crop" who are responsible for this ruinous waste of money.

You must be ruthless, relentless, and remorseless! Sack the lot! These fearful souls who always shudder to "shoot at sight" and to "think in oceans" must take courage.

We are wasting money on half the Navy because it is obsolete already by the immense development of big, fast ships and huge guns (the last light cruiser launched has more horse-power than the "Lusitania," and the public saw recently in the *Times* the monster 18-inch Navy gun used in the war, and the 20-inch gun was ready to be built when I left the Admiralty on May 22, 1915), so half the Navy wants scrapping and the other half will be equally useless in a very few years because of the internal combustion engine and oil!

Let us all pray that Sir William Watson (our great poet) will not appeal in vain to his countrymen, in his wondrous poem "The Doom," to retrench!

If the nation don't sack the spendthrifts, "Then is the day of crumbling not far off."

"THE TIMES" ON LORD FISHER. The *Times* in its comment on the letter says:

"Frankly, we distrust these short cuts to the millennium even when Lord Fisher presents himself as a guide to them. . . . He declaims against the present cost of the Navy as being grossly extravagant; and with justice, as it seems to us, if he had added the natural rider that this cost is admittedly not to be the permanent cost, but is in process of being cut down with a severe hand. . . . Even more vulnerable is his suggestion that the disappearance of the German Fleet should justify the starvation of the Navy."

"The peace problems of the British Navy involve—to mention only two points—sea power in the Pacific and the development of Dominion naval forces. . . . They may suggest that the disappearance of the German Fleet is not the end of all things for the British Navy. The truth is that Lord Fisher writes both as the maker of 'the Navy which won the war' and as a great Admiralty administrator, who has had experience of the saving that can be effected by vigorous administrative economy and burns to apply the lessons of his experience now. There he is quite right; but clearly his letter is not intended to apply to broad questions of Navy policy and the expenditure which they entail."

FORTHCOMING WEDDINGS.

The following weddings are announced to take place shortly: Mr. E. J. Ainslie of Messrs. Lane, Crawford and Co., to Miss Annie Elizabeth James en route from England by the s.s. "Kitano Maru"; Mr. V. A. Yvanovich, broker, to Miss Pura Maria de Carvalho of No. 2 Kimberley Road, Kowloon; and Mr. V. P. d'Azevedo of the Canadian Pacific Ocean Service Co., to Miss Bertha Maria Noronha of No. 9 Belilios Terrace.

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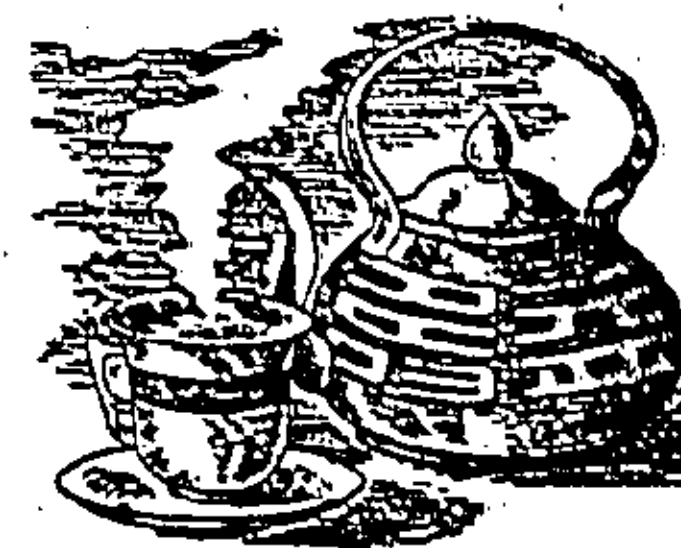
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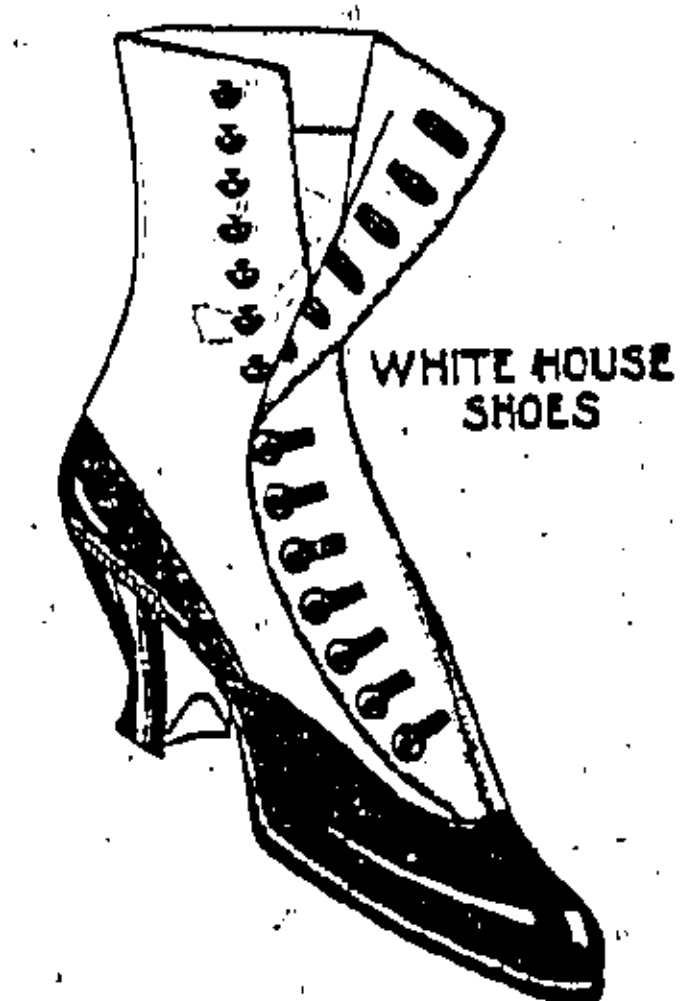
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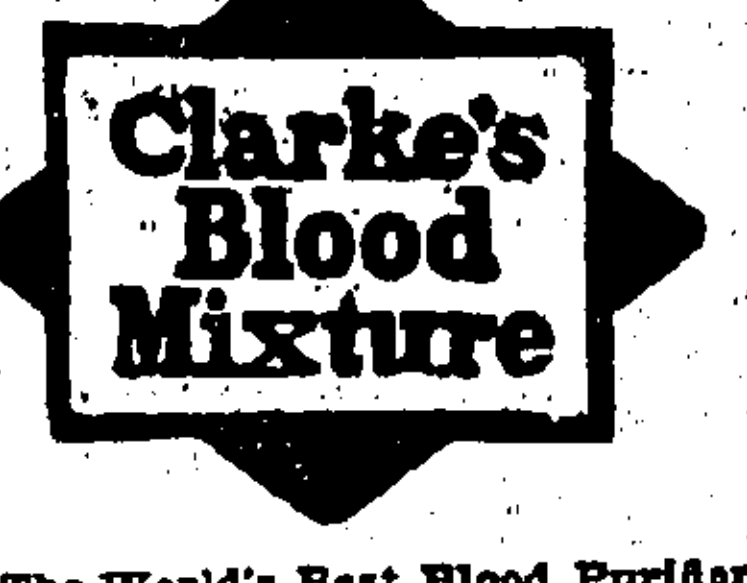
IF YOU have that constant itching and inflammation of Piles.

IF YOU are in the grip of Rheumatism, Sciatica, Lumbago, Gout, etc.

All these are sure signs of clogging blood impurity, calling for immediate treatment through the blood, so don't waste your time and money on useless lotions and messy ointments, which cannot get below the surface of the skin. What you want and what you must have is a medicine that will get right to the root of your trouble, a medicine that will thoroughly free the blood of the poison matter which alone is the true cause of all your suffering. Clarke's Blood Mixture is just such a medicine. It is composed of ingredients which quickly attack, overcome, and expel from the blood all impurities (from whatever cause arising), and by rendering it clean and pure, can be relied on to effect a lasting cure.

The True Value of CLARKE'S BLOOD MIXTURE

is certified by a most remarkable collection of unalloyed testimonials from grateful patients of all classes—patients who have been cured after doctors and hospitals have given up as incurable—patients who have been cured after trying many other treatments without success—patients who not only have been cured of the particular skin or blood complaint from which they were suffering, but also have found great improvement in their general health. (See pamphlet round bottle.)



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HONGKONG, SATURDAY, OCTOBER 25, 1919.

日二初月九年未己次歲年八國民華中

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PRESENTATION TO MR. HARMAN.

A very interesting little ceremony was performed at the Institution of Engineers and Shipbuilders last night when at the interval of a smoking concert given in honour of Mr. G. J. Harman, Chairman of the Chinese Maritime Customs, who is leaving on two years' furlough, Mr. B. L. Frost, Vice-President of the Institution, presented the guest of honour, on behalf of the members of the Institution, with a very handsome and suitably inscribed silver salver and a silver bag for Mr. Harman, as Chairman of Hongkong, in making the presentation Mr. Frost referred to Mr. Harman's long connection with the Institution, his valuable work as a member of the committee and his popularity with the members. He wished him and Mrs. Harman an enjoyable holiday and a safe return. The toast of Mr. and Mrs. Harman was then proposed and enthusiastically honoured. Mr. Harman replied feelingly and returned thanks for the honour done to Mrs. Harman and himself.

Mr. Harman, on his return to the East, will probably be transferred to another port.

GYMKHANA GALLOPS.

THIS MORNING'S TIMES.

The following times were recorded this morning, most of the gallops being over the grass course:

One with Pomeroy's yellow and (Cassidy) and Lansen Subs., 1 mile, 48.1, 49.1, 50.1, 51.1, 52.1, 53.1, 54.1, 55.1, 56.1, 57.1, 58.1, 59.1, 60.1, 61.1, 62.1, 63.1, 64.1, 65.1, 66.1, 67.1, 68.1, 69.1, 70.1, 71.1, 72.1, 73.1, 74.1, 75.1, 76.1, 77.1, 78.1, 79.1, 80.1, 81.1, 82.1, 83.1, 84.1, 85.1, 86.1, 87.1, 88.1, 89.1, 90.1, 91.1, 92.1, 93.1, 94.1, 95.1, 96.1, 97.1, 98.1, 99.1, 100.1, 101.1, 102.1, 103.1, 104.1, 105.1, 106.1, 107.1, 108.1, 109.1, 110.1, 111.1, 112.1, 113.1, 114.1, 115.1, 116.1, 117.1, 118.1, 119.1, 120.1, 121.1, 122.1, 123.1, 124.1, 125.1, 126.1, 127.1, 128.1, 129.1, 130.1, 131.1, 132.1, 133.1, 134.1, 135.1, 136.1, 137.1, 138.1, 139.1, 140.1, 141.1, 142.1, 143.1, 144.1, 145.1, 146.1, 147.1, 148.1, 149.1, 150.1, 151.1, 152.1, 153.1, 154.1, 155.1, 156.1, 157.1, 158.1, 159.1, 160.1, 161.1, 162.1, 163.1, 164.1, 165.1, 166.1, 167.1, 168.1, 169.1, 170.1, 171.1, 172.1, 173.1, 174.1, 175.1, 176.1, 177.1, 178.1, 179.1, 180.1, 181.1, 182.1, 183.1, 184.1, 185.1, 186.1, 187.1, 188.1, 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LAST TWO SHOWINGS OF "OUTWITTED" FEATURING EMILY STEVENS.	FOR ONE NIGHT ONLY — GLADYS HULETTE IN "OVER THE HILL"	TRIUMPHANT RETURN OF GEORGE WALSH IN "THE YANKEE WAY" "The Spirit of Comic Opera on the Screen."	MOLLIE KING the Girl with the Sunshine Smile in her greatest feature "THE ON-THE-SQUARE GIRL"	THE EVENT OF THE SEASON — FIRST SCREENING OF "THE AUCTION BLOCK"

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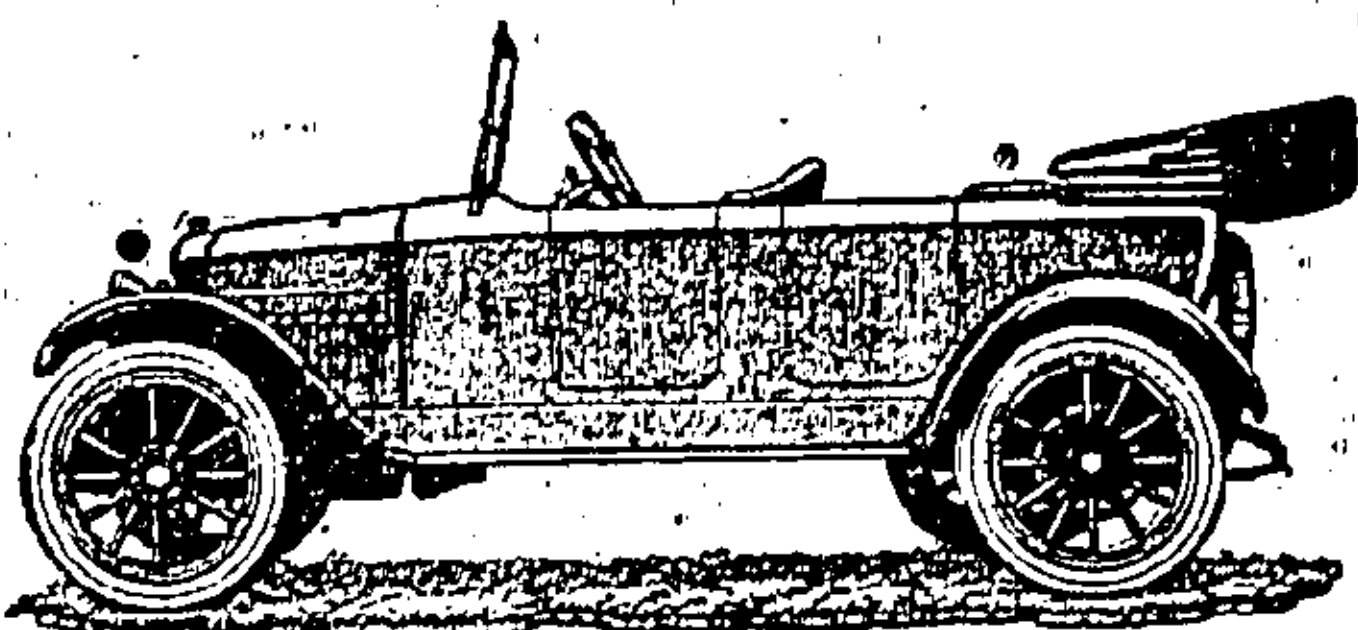
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CHINESE LABOURERS.

SCHEME FOR SECURING LARGER IMPORTATIONS.

Mr. F. A. Wright, acting hon. secretary of the Chinese Labour Committee of the Negri Sembilan Planters' Association, writes that a meeting of the committee was held on September 30 last. The sub-committee then appointed to put the committee's Chinese immigration scheme into definite shape, he says, has this work already in hand, and with the object of acquainting with the outlines of the project all employers interested and of obtaining their suggestions, and also in order to ascertain the extent of the support which may be relied upon a letter is being circulated throughout those parts of the country where employers have not yet been directly communicated with on the subject. The support of Johore, Malacca and Negri Sembilan is already assured.

The letter, which is dated from 100, Birch Road, Seremban, F.M.S., October 8, and signed by Mr. Wright on behalf of the committee, says:—
Dear Sir,—As you are no doubt aware, the shortage of Chinese labour throughout the country is assuming such formidable proportions as to cause very considerable uneasiness to all Chinese labour employers. That this shortage is intimately connected with the unreasonably high rates of wages goes without saying and it appears certain if the rate of progression of the past few years is continued that most of the purely Chinese employing estates will be faced with the difficult problem of producing rubber at a profit.

The gravity of the position has forced the Southern States of the Peninsula seriously to consider means for its amelioration, and, as a first step in that direction has elected a representative committee to formulate a scheme for the importation of increased numbers of Chinese coolies.

This proposed scheme has as its basis an assessment on all employers of Chinese labour throughout the country and will follow the lines of the Tamil Immigration scheme which has proved to be so successful. It is suggested that the assessment might be levied on the aggregate number of days worked by Chinese during each quarter and a rebate paid for every cooler imported, either through the proposed organisation or by individuals. Employers would therefore stand on common ground. An organisation would be created for recruiting in China so that each employer of Chinese labour should in time be assured of a supply commensurate with his needs.

It is with the object of enlisting your sympathy and support that we now address you, and we shall be glad to hear whether:—(1) This proposal has your support; and if so (2) The number of additional coolies you require to meet your need (a) at present (b) during the next two years.

8. If you cannot give this scheme your support—what you would suggest as a remedy for the present shortage of Chinese labour?
The prevalence of crimping Tamils being largely due to the shortage of labour it is therefore undoubtedly to the advantage of all employers to support such a movement.

The matter being one of some urgency it is requested that your reply should be sent to reach us within ten days as it is the intention of the committee to approach Government with the view of obtaining the necessary support to this scheme.

THE PRIME MINISTER'S STATISTICS.

DEMOGRAPHIC AS MISLEADING.

I beg you to allow me to direct the attention of the public here, and, what is even more important, of people abroad, to the fact that there is no foundation whatever for the Prime Minister's statement to which I listened with amazement in the House of Commons—that the United Kingdom this year will have an adverse balance of 800 millions sterling. If the statement were true one would hesitate to shout it on the housetops. The more reason not to shout it when it is not true.

In the first seven months of this year the actual excess of imports of merchandise was 400 millions. At this rate, and assuming that our rapidly advancing exports and re-exports advance no more, there will be an excess of imports of merchandise for the whole of the year of 700 millions. But against this there are, of course, the "invisible exports," as Sir Robert Clifton called them, or exports of services, to the tune of fully 400 millions, leaving an adverse balance, not of 800 millions, but of 300 millions—a figure of very different magnitude. The Prime Minister told the House to "look at the facts," and then actually omitted the very important fact that the earnings of our shipping are enormous. Even if there is an error of 100 millions in the figure I have submitted it would raise the adverse balance to 400 millions, or one half the figure named by the Prime Minister in addressing the House of Commons and the world. What have we done to deserve that our trade and our credit should be publicly decry by the head of the nation?

I have referred to the rise in exports. In the month after the Armistice they were 41 millions; in July last they were 77 millions. Mr. Lloyd George did not mention that fact in a speech in which he asked the nation to believe that it had an adverse balance of 800 millions.

I ask leave in a very few words to refer to the Prime Minister's attack on myself. He endeavoured to reflect upon the coal Commission by denouncing two of the Commissioners for giving evidence before the Commission. Very untruthfully, he said that such action was unprecedented. As a matter of fact, to give only one example, when the Archbishop of Canterbury was a Royal Commissioner on a matter touching the Church he gave evidence to the Commission, and he did so very properly, because he had special knowledge of the subject. I, through four years of practical experience, had a special knowledge of how nationalisation saved this country in the war, and I was not only entitled to give evidence to the Coal Commission, but it would have been wrong for me not to have done so. It is amusing to observe that in the speech of the Prime Minister to which I have referred Mr. Lloyd George himself put before the House of Commons as good evidence some of the considerations which I thought fit to submit to the Royal Commission on Coal.

August 21. LEO CHIOZZA MONEY.

CHURCH SERVICES.

St. Andrew's Church, Kowloon.

16TH SUNDAY AFTER TRINITY.—Oct. 26th.

Holy Communion at Mid-day and after Evensong.
Morning Prayer at 11 a.m.

Responses, Psalms, Venite, Rejoice; Psalms, of the 95th Morning: Verses, 105-112—Baker, 113-120—Armes, 121-122—Freese; Te Deum, Woodward, Smart and Tule; Benedictus, Garrett; Kyrie, Mendelssohn. Hymns, 17 (1st Tune), 10, 315, 451, 570.

Evening Prayer at 6 p.m.
Responses, Psalms, of the 29th Evening: Verses, 143-153—Barnby, 153-160—Littleton; Magnificat, Smart—14th Evening:—Nunc Dimittis, Felton. Hymns, 372, 344, 149, 38 (A. & M. 477).
N.B.—Choir Practice next Friday at 6.00 p.m.

Union Church, Kennedy Road.

Sunday Services, October 26.
Morning Service, 11 a.m.
Hymns: 5, 613, 294, 236; Psalm 67.
Subject: The Church in Sardis.
Evening Service, 6 p.m.
Hymns, 17, 123, 147, 354.
Preacher: Rev. J. Kirk Macdonachie.

St. Peter's Church, West Point.

Sunday, October 26.
8 a.m.—Holy Communion.
11 a.m.—Morning Prayer and Sermon.
Preacher: Rev. G. T. Waldegrave.

Peak Church.

8.15 a.m.—Holy Communion.
6.30 Evening Service.

The Gospel Hall.

10 & 12 PARKER STREET.
Weekly Services.—Sunday: Breaking of Bread for Believers only, 11 a.m.
Gospel Meeting, 8 p.m.
Bible study, Tuesday, 6.30 p.m. and Friday, Ladies' Bible study, 5.30 p.m.
Saturday, Prayer Meeting, 6 p.m.

First Church of Christ Scientist, MacDonnell Road.

Sundays, 11 a.m.
Wednesdays, 5.30 p.m.

Wesleyan Methodist Church, Wanchoi.

Morning Service, 10.15 a.m.
Evening Service, 6.15 p.m.

Soldiers' and Sailors' Home, Arsenal Street.

Sunday Evening, Gospel Meeting, 8 p.m.

St. Joseph's Church, Garden Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Glenealy.

Mass at 6, 7 and 9.30 a.m.
High Mass at 8 a.m.
6.30 p.m.—Benediction of the Blessed Sacrament.

CHILDREN'S COLDS.

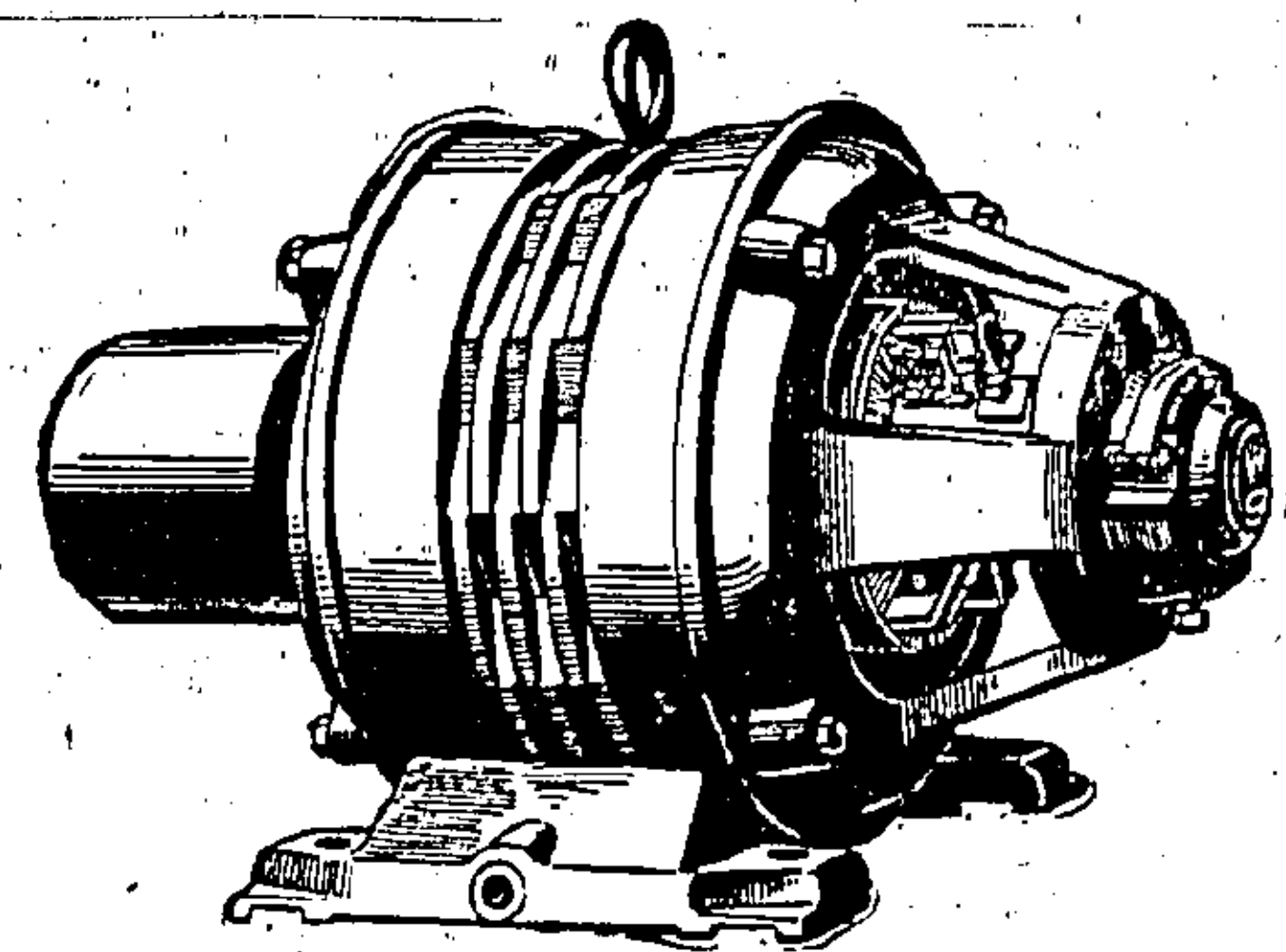
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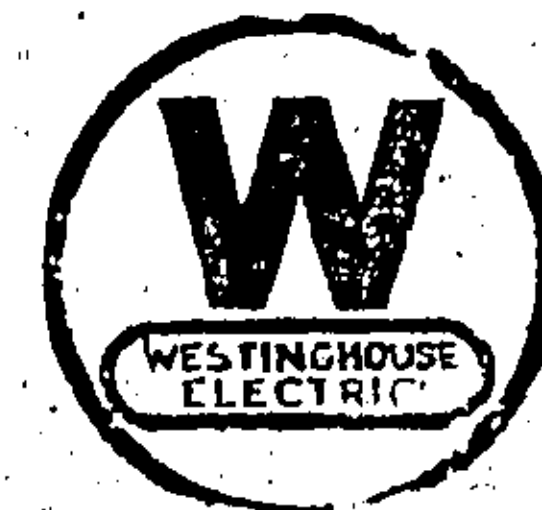
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FOLLOW-THROUGH AT GOLF.

FOR AND AGAINST.

Evidently there are a great many golfers eager to free themselves of their submissive respect for that ancient adage of the game, "Follow through!" It can be shown that they have justification.

That is proved by the letters which have been received in regard to an article on the subject in the *Daily Mail*. In a chat which I had with Abe Mitchell, he expressed the view that thousands of players spoil their shots and lose distance through thinking all the while about the necessity of following through—that their efforts to "let the club go through to the full after the impact begin so early that they are off their balance before they hit the ball.

Certainly they cannot be blamed for harbouring such an obsession. The aphorism "Follow through!" has grown up with the game and become part of its religion. Mitchell is all for stopping the club as soon as you like after the hit.

Harry Vardon will have none of this, and has raised the interesting question as to how long the club and ball are in contact at the impact. That is important because if it can be shown that the club and ball are together, as Vardon thinks they are, for the first four or five inches of the ball's flight, then obviously the follow through is valuable, because during the period of contact the club must be guiding and giving velocity to the ball.

A CHALK TEST.

I find says Mr. R. E. Howard in the *Daily Mail* that a good many people are convinced that the period of contact is no mere matter of an instant. I believe that with the club-head moving at a tremendous speed and meeting a stationary ball which is known to be capable of impression, the latter cannot get away from the club-face until it has travelled a few inches.

Mr. J. Dring, writing from 10, Russell-chambers, Bury-street, W.C., expresses this point of view as clearly as anybody. "If you chalk the face of the club," he says, "you will find that the ball leaves an impression—a bramble-pattern ball shows best—as large as a halfpenny, showing that the ball has compressed to that extent.

Now I cannot think that compression is instantaneous, or the return to the original shape either.

"I believe that the club is in contact with the ball during the act of compression and that the ball reacts on the club as it regains its

shape. Hence the contact is longer than is suspected, and increased by the follow-through. Were the club-an-iron hammer and the ball an iron one, the follow-through would not have the same effect."

Another correspondent asks: "Could good players impart so much spin to their shots if the club and ball were together at only that infinitely small portion of the ball's surface at which the club meets it? It seems to me that, in applying powerful back-spin, the leading golfers must make the ball virtually run up the face of the club as the two go forward at the impact."

CLUB AND BALL SPEEDS.

But many other people are satisfied that contact begins and ends at the instant of impact.

Mr. T. W. Henry, of 32, Walbrook, E.C., informs me that some years ago, in connection with litigation concerning certain patent rights to golf balls, he saw a machine, evolved by Professor Boys, which tested various matters to do with the ball's flight, and that Professor Boys expressed the opinion that, after the first impact, the contact ceased.

That was also the view of the late Professor Tait, who, while prefacing his deductions with the remark that they "offered only a rude attempt at a first approximation, considered that the initial speed of a well-driven golf ball was about 500ft. a second, and that the club-head travelled at about 300ft. a second. There remains the question as to the degree in which the period of contact is increased by the flattening of the ball at the impact.

F. H. Frostick, of the St. George's Hill Golf Club, Weybridge, writes: "My opinion is that any effort to follow through is bad and will produce bad shots. The effort should be to meet the ball in the position one took up at the beginning, with the necessary power to send it the required distance. If this is done, one's effort finishes at the ball, and the remainder of the swing is involuntary.

"Even if the club and ball are in contact for four or five inches, that is only an argument for a follow-through of six inches, because by then the ball will have left the club-face."

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